


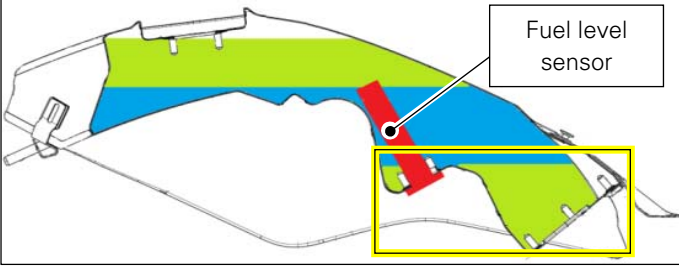


no.	Symptom	Subject	Photo	Trouble Code (Diagnostic Trouble Code)	Part no.	Notes/Indications/Corrective action
1	Possible display of dashes on the odometer value indication	Instrument panel		There is no error in the control unit	-	<p>Mismatch between the odometer value displayed on instrument panel and the one stored in the BBS.</p> <p>It is necessary to use the DDS to update the software version of the instrument panel with the Version 11.</p> <p>To eliminate the odometer value mismatch, it is necessary to fill in a Youtech Request asking for the DDS password.</p>
2	Possible vibration of the vertical cylinder exhaust manifold cover	Vertical cylinder exhaust manifold cover Part no. 46110401A		<p>Vibration due to loosening of one of the two retaining screws; check the tightening of the two screws. DMH has added a check based on the VIN ZDMGA00AAGB001001.</p> <p>As a precaution, you can check the tightening of these two screws during the pre-delivery operations. Remove the rider seat and fuel tank rear retaining screw; lift up the fuel tank from the rear side by 9 cm while keeping it in position with a block. Use a 4-mm Allen wrench to tighten the two screws to 6 Nm.</p>		


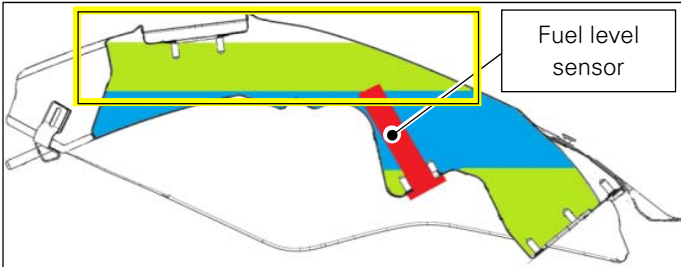


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3	Possible turning off of some pixels on the instrument panel	Instrument panel		<p>It is not necessary to replace the instrument panel.</p> <p>There is no error in the control unit</p>	-	<p>We have identified a possible inaccuracy in the instrument panel software, only from serial number 000400 to 000899.</p> <p>It is necessary to update the instrument panel software version.</p> <p>To update the instrument panel software version you will be reimbursed for a labour time of 18 minutes (3WU); for the reimbursement request wait the Workshop Campaign to be issued soon.</p>
4	The sticker is not perfectly applied on the swinging arm	<p>The sticker has the following text:</p> <p>“WARNING: The counter-weights for the dynamic balancing of the rear wheel must be positioned as shown in the figure.”</p> <p>To balance the rear wheel, place the counter-weights in the positions indicated in the figures, at the distance from the rim outer edge specified in the relevant drawing.</p>		<p>The sticker position has been changed.</p> <p>It is therefore possible to remove it from the previous position and apply it on the rear mudguard in the area indicated in the figure to the side.</p> <p>In case of sticker replacement, pay attention to the values since they are different for the STD and the S. versions.</p>	<div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="text-align: center;"> <p>STD version – part no. 43314291A</p> </div> <div style="text-align: center;"> <p>S version – part no. 43314301A</p> </div> </div>	



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5	<p><u>Only in case of motorcycle just delivered by DMH</u></p> <p>Upon first battery connection, few fuel level marks are displayed on the instrument panel with empty tank</p>	Display of fuel level		<p>It is not necessary to replace the fuel level sensor.</p> <p>There is no error in the control unit</p>		<p>This possible mismatch is due to the fuel level management strategy <u>when the fuel is drawn from the tank</u> (at the end of the production line or during a Service operation).</p> <p>The fuel level sensor detects the level in the central part of the tank (blue area); in the upper and lower part of the tank (green areas) the fuel level is therefore calculated by the software. When fuel is drawn, the software could not recognise the level decrease and continue to display on the instrument panel a fuel quantity that is not actually inside the tank.</p>  <p>A new BBS software with relevant update for the DDS 2.0 diagnosis instrument will be made available to introduce a function that allows to reset the fuel level indication displayed on the instrument panel.</p> <p>To have a fuel level indication displayed on the instrument panel actually corresponding to the quantity of fuel inside the tank it is <u>necessary to fill in the tank with at least 8 litres of fuel</u> so that the fuel level sensor starts reading the correct level. Turn the motorcycle's key to ON and if the fuel level indication does not change, add some fuel in the tank; in fact, it could happen that the previously poured fuel quantity is not enough to allow a correct fuel level reading by the relevant sensor.</p>




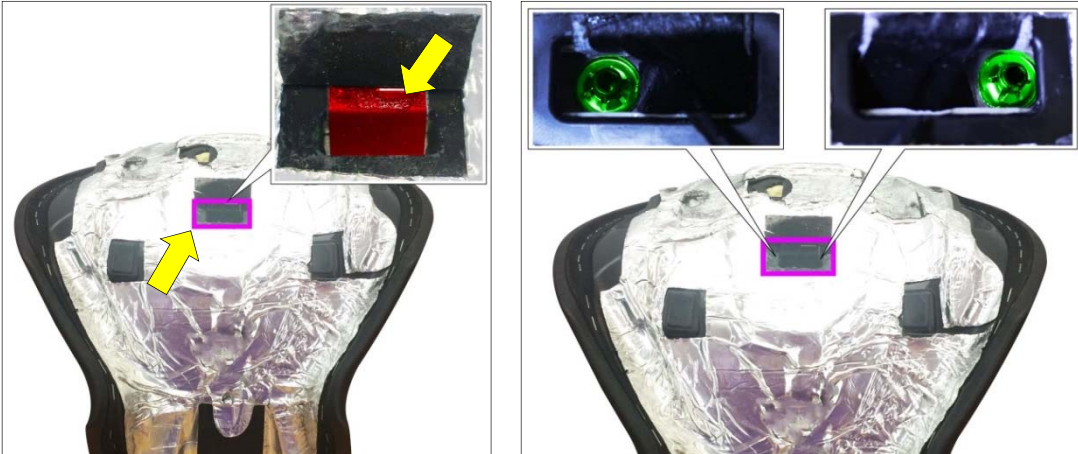


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6	With fuel tank almost full, due to continuous fuel top ups, the fuel level displayed on the instrument panel continues to decrease	Display of fuel level		<p>It is not necessary to replace the fuel level sensor.</p> <p>There is no error in the control unit</p>		<p>This possible mismatch is due to the fuel level management strategy <u>in case the tank is continuously topped up with fuel (after a consumption lower than 5 litres) starting from a completely full tank condition.</u></p> <p>In this condition, the real level of the fuel stays always in the top side of the tank (top green area) and is not read by the fuel level sensor. The fuel level displayed on the instrument panel is calculated with a software strategy; in the unlikely case that the top up happens in a frequent way, the fuel reserve could also be displayed.</p>  <p>A new BBS software with relevant update for the DDS 2.0 diagnosis instrument will be made available to introduce a function that allows to reset the fuel level indication displayed on the instrument panel.</p> <p>Meanwhile, to match the fuel level indicator shown on the instrument panel with the fuel quantity inside the tank it is <u>necessary, starting from a completely full tank condition, to use at least 6.5 litres of fuel</u> so that the fuel level sensor starts reading the correct level; as soon as the level sensor will restart the reading, the indication of the fuel level displayed on the instrument panel will be instantly updated.</p>

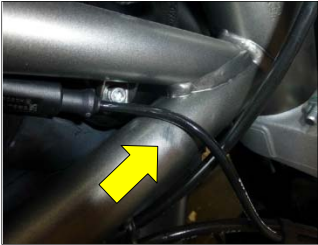



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7	<p><u>During component assembly, ONLY</u></p> <p>Possible breakage of a pillion rider backrest lower eyelet <u>during tightening</u> of the screws to a torque of 24Nm</p>	Pillion rider backrest		-	8291F612A	<p>It is important to follow the instructions for the assembly of the backrest described in the Service Bulletin SRV-SRB-16-004.</p> <p>In case of breakage during assembly it is possible to replace the component with part no. 8291F612A</p> <p><u>NOTE: the breakage of one or both lower eyelets does not compromise the operation of the component!</u></p>
8	The turn indicators will automatically turn off without pressing the reset button	Turn indicators	-	-	-	<p>This operation is standard as a new turn indicator automatic turn off function has been introduced based on the motorbike lean angle.</p> <p>If the vehicle speed is above 5 km/h and the lean angle measured from the vertical, both to the left and the right, is above 10° the strategy is activated. When the lean angle value is lower than 5° the turn indicators will automatically turn off.</p>
9	Possible contact of clutch master cylinder and front brake hose fastening unions with fuel tank under maximum steering to the right and to the left	<p>Handlebar assembly</p> <p><u>Precaution during pre-delivery ONLY for bikes shipped in crates</u></p>		<p>The possible contact is caused by a wrong positioning of the handlebar in respect of the fastening U-bolts (handlebar is turned too much to the back).</p> <p>Once handlebar has been installed, always check that, in the maximum steering position to the right and to the left, there is a gap of at least 10 mm between clutch master cylinder and front brake hose fastening unions and fuel tank.</p> <p>Should this minimum distance not be respected, turn handlebar to the front.</p>		<p><u>Any request of fuel tank replacement under warranty due to damages caused by a wrong handlebar adjustment will not be accepted.</u></p>





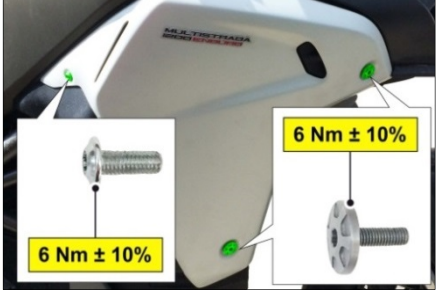


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10	<p>S version ONLY</p> <p>Possible vibration of aluminium rear-view mirrors</p>	<p>Aluminium rear-view mirrors</p>		<p>Check the correct tightening of the rear screws Part no. 77750183C fastening the rear-view mirror support arm.</p> <p>To restore the correct tightening of the screws Part no. 77750183C, apply Loctite 243 along the screw threading and tighten the screws M4x8 to a torque of 2.5 Nm.</p> <p>We would like to inform you that the replacement of the rear-view mirrors is not required.</p>		
11	<p>Possible rider seat plate detachment</p>	<p>Rider seat plate</p>				<p><u>Should the rider seat plate detach, do NOT replace the seat.</u></p> <p>To secure the plate again it is necessary to refit the clips Part. no. 85044251A available at our spare part warehouse.</p> <p>To fit the clips Part no. 85044251A follow the procedure indicated below:</p> <ol style="list-style-type: none"> 1) Working on the seat lower side, make an opening on the thermal protection in correspondence of the plate fastening area, paying attention not to damage the elastic band; 2) Position the plate by inserting the 2 pins in the relevant holes on the seat; 3) Fit the 2 clips Part. no. 85044251A on the plate pins using a box wrench to make the operation easier. 




no.	Symptom	Subject	Photo	Trouble Code (Diagnostic Trouble Code)	Part no.	Notes/Indications/Corrective action
12	Slight interference between front speed sensor cable and frame.	Frame		-		<p>In case of interference, apply the transparent protective adhesive Part no. 92610051A.</p> <p>Always remove any dirt present on the frame before applying the adhesive.</p> <p>The first VIN manufactured with protective adhesive already installed is the following: ZDMGA00AAGB003756.</p> 

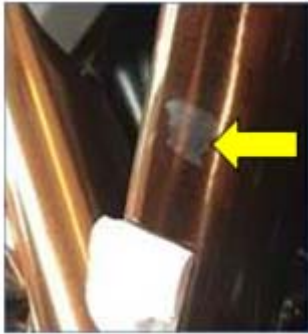


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1	The supplied kit contains 2 unnecessary M10x70 screws	Supplied kit		-	-	<p>The first batch of kits supplied with the bikes contains 2 M10x70 screws that cannot be used for the bike pre-delivery and are not part of the bike parts list.</p> <p>It is necessary to remove these 2 M10x70 screws as they have no function.</p>
2	The Touratech side panniers are difficult to be inserted in the relevant subframes during the assembly and removal procedures	Touratech side panniers		-		<p>Should you have this problem, use pliers to deform the side pannier upper closing bracket by a few degrees upwards to avoid any interference of the bracket with the subframe upper pipe.</p>  <p>Upon bike delivery to the Customer, always show the correct engagement and disengagement procedure of the side panniers on the bike.</p>
3	<p><u>ONLY for bikes shipped in crates</u></p> <p>Possible contact during transport between crate pipes and RH and LH aluminium side covers</p>	Aluminium side covers		<p>The first batch of shipped bikes could be affected by the problem. Should you detect the defect, fill out a Youtech request with relevant pictures, and then replace the part under warranty.</p> <p>Please, be informed that, starting from 16/05/2016 we have started shipping bikes with disassembled RH and LH aluminium side covers.</p> <p>During pre-delivery, it will thus be necessary to fit RH and LH aluminium side covers by tightening retaining screws to a torque of <u>6 Nm ±10%</u>.</p>		



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4	<p>Assembly of Touratech tank side protection kit Part no. 96780861A on vehicles with frame serial number before VIN ZDMAA03AAGB011498</p>	<p>Touratech tank side protection kit Part no. 96780861A</p>				<p>The first manufactured Multistrada 1200 Enduro bikes have a different frame compared to the currently manufactured bikes. For this reason, to install the tank side protection kit Part no. 96780861A on a vehicle with frame serial number before the ZDMAA03AAGB011498, you must order the additional kit Part no. 96780931A with all the hardware required to complete the assembly.</p> <p>According to the Accessories Bulletin ACC-16-006, it is possible to ask for the reimbursement under warranty of the additional kit Part no. 96780931A.</p> <p>For all vehicles with frame serial number after and including the ZDMAA03AAGB011498, it is NOT necessary to order the additional kit.</p> <p>We would like to inform you that the side protection kit Part no. 96780861B is already provided with the additional kit Part no. 96780931A, and can thus be installed on all vehicles.</p>



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1	<p>During pre-delivery</p> <p>Possible frame clear coating detachment during white adhesive protection removal</p>	<p>Clear coating of the frame</p>		-		<p>It is recommended to remove adhesive protections performing a hot removal procedure, following one of the indications listed below:</p> <ol style="list-style-type: none"> 1) heat the engine for 5 minutes and remove the adhesive protections with engine hot; 2) heat the adhesive protections with a domestic heating gun for 1 minute (max 200°C at a distance of 20-30 cm) and remove protections. <p style="text-align: center;"><u>Avoid cold adhesive protection removal.</u></p> <p>Should the clear coating of the frame detach, it is necessary to fill in a Youtech request and attach some pictures.</p>