

The new 2024 BMW R 1300 GS

- New 1,300 cc boxer engine delivering 145 hp and 110 lb-ft of torque.
- New frame and suspension. 26 lbs. lighter than predecessor.
- New technology including Adaptive Vehicle Height Control.
- MSRP \$18,895 plus Destination
- Estimated Market launch early 2024.

Woodcliff Lake, NJ – September 28, 2023 . . .BMW Motorrad proudly introduces the new 2024 BMW R 1300 GS. More than 43 years ago, BMW Motorrad established a new segment for touring enduros with the R 80 G/S. The boxer BMW GS has been the undisputed leader of the competitive field ever since. To ensure this remains the case in the future, BMW Motorrad has opted for an almost completely new design for the new R 1300 GS, with a weight saving of 26 lbs. compared to the previous model.

The center piece is the legendary two-cylinder boxer engine. Its new design is more compact than ever before thanks to a gearbox located under the engine and a new camshaft drive arrangement. From exactly 1,300 cc it produces 145 hp at 7,750 rpm and 110 lb-ft. of torque at 6,500 rpm. This makes it by far the most powerful BMW boxer engine ever to be produced in series.

At the center of the new suspension is the steel, sheet metal shell main frame, which in addition to being significantly optimized in terms of space, also offers higher levels of stiffness than the predecessor model. For the rear frame, the previous tubular steel structure has now been replaced with a die-cast aluminum unit. The new EVO Telelever front suspension with flex element and the revised EVO Paralever rear suspension also provide greater steering precision and ride stability.

“With the new BMW R 1300 GS we will once again take the competition by surprise. It is defined by an even broader spread of product substance, while the reduction in complexity and vehicle weight, combined with focused equipment, enable the essence of the boxer GS to be showcased even more strikingly. With a new engine, outstanding handling, and impressive ride qualities, it will set the pace both on and off the road.” – **Thilo Fuchs, Head of Water-cooled Boxer Models.**



Unique R 1300 GS features

- Completely new boxer engine with bottom-mounted gearbox and BMW ShiftCam technology for varying the valve timing and valve stroke on the intake side.
- Most powerful BMW boxer engine ever.
- 145 hp at 7,750 rpm and 110 lb-ft at 6,500 rpm.
- Powerful response across the entire rpm range, exemplary fuel consumption, emission levels, smoothness, and refinement.
- Completely redesigned frame with sheet metal shell main frame and die-cast aluminum rear section.
- Greater steering precision and ride stability thanks to new EVO Telelever with flex element and revised rear wheel guide EVO Paralever.
- Weight reduction of 26 lbs. compared to the previous model.
- Standard BMW Motorrad Full Integral ABS Pro.
- Standard four riding modes.
- Optional Riding Modes Pro with additional riding modes.
- Standard Dynamic Traction Control (DTC), Engine Drag Torque Control (MSR), Dynamic Brake Assist (DBC) and Hill Start Control (HSC).
- Optional Electronic Dynamic Suspension Adjustment (DSA) with dynamic adjustment of the damping, spring rate, and load compensation.
- Optional adaptive vehicle height control and sports suspension.
- New standard matrix LED headlamp.
- Optional Headlight Pro with adaptive turning light.
- Standard hand protectors with integrated turn signals.
- Standard lithium-ion 12v battery with Battery Guard (function via BMW Motorrad Connected App).
- Standard Dynamic Cruise Control (DCC).
- Optional Riding Assistant with Active Cruise Control (ACC), Front Collision Warning (FCW) and Lane Change Warning (SWW).
- Standard smartphone charging compartment with integrated USB socket and additional 12 V on-board power socket.
- Optional seat heating for rider and passenger for enhanced touring suitability.
- Optional handlebar riser by up to 30 mm / 1.2 inches.
- Wide range of available seat heights.
- Connectivity: standard multifunctional instrument cluster with 6.5-inch full-color TFT screen.
- Standard RDC, Keyless Ride and heated grips.
- Standard Intelligent Emergency Call.
- Extensive range of optional equipment and Original BMW Motorrad Accessories.

1. Engine and Drivetrain

“With a noticeable increase in power and torque combined with significantly reduced weight and a very compact design, the newly designed boxer engine is the perfect drivetrain for the new R 1300 GS and a genuine milestone in the 100-year history of BMW Motorrad.” - **Christof Lischka, Head of Development BMW Motorrad.**

Newly developed boxer engine with improved power and torque, optimized for smoothness and efficiency.

BMW Motorrad has completely redesigned the original two-cylinder boxer engine for the new BMW R 1300 GS. The new boxer has a capacity of exactly 1,300 cc with a bore of 106.5 mm and stroke of

73 mm (predecessor: 102.5 mm and 76 mm). This increase in displacement comes from an enlarged cylinder bore and a new crankshaft with reduced stroke. It has an output of 145 hp (predecessor: 136 hp), still at 7,750 rpm, and develops a maximum torque of 110 lb-ft at 6,500 rpm (predecessor: 105 lb-ft at 6,250 rpm), making it the most powerful serial production BMW boxer engine to date. The maximum engine speed is 9,000 rpm.

In addition to the increased maximum output, the new BMW R 1300 GS benefits from a notable torque increase across the entire rpm range, especially between 3,600 and 7,800 rpm, where more than 96 lb-ft is constantly available. This makes the new R 1300 GS more potent than ever before, combining enormous pulling power with impressive peak output. And this applies to riding fun both solo and with a passenger, for sporty runs on winding roads, and on long distance cross-country rides.

It was also possible to optimize efficiency. Despite a significant increase in power and torque, the fuel consumption of the new BMW R 1300 GS is almost identical to that of its predecessor. The new boxer engine sets standards in terms of smoothness, too, offering a more direct response to throttle commands. Improved positioning of the engine within the frame also increases vibration damping.

The boxer engine in the new R 1300 GS uses the well-established air/liquid cooling system where coolant flows through engine components that are subject to particularly high thermal stress, such as the cylinder heads. Other features that are retained include the vertical-flow cylinder heads, variable oil intake, effective piston base cooling and the DOHC valve gear with light cam followers. In the new boxer engine, the two camshafts are powered on each side of the cylinder by a timing chain running over both camshafts, each from a reduction sprocket. On the right-hand side, the drive is located in front of the cylinder, while on the left-hand side the timing chain shaft is arranged behind the cylinder. Furthermore, the engine of the new BMW R 1300 GS features the tried-and tested knock sensor system and the highly effective BMS-O engine management system.

With a significantly increased output and torque, the new engine compresses the fuel-air mixture in a ratio of 13.3:1 (predecessor: 12.5:1). The gain in power and torque with high efficiency is due to recalculated timing and larger valve diameters: these now measure 44 instead of 40 mm on the intake side and 35.6 instead of 34 mm on the exhaust side.

New gearbox is now located below the engine for more compact packaging and reduced weight. New driveshaft and rear axle.

The six-speed gearbox and clutch are integrated in the engine housing in the new R 1300 GS. The gearbox is no longer located behind the engine, however, but underneath it. The advantages of this new arrangement are a reduced overall length and improved packaging and weight balance since it was possible to make the transmission shafts significantly shorter. Compared to the power unit of the predecessor models, it was possible to achieve a weight saving of 8.6 lbs. for the engine and 14.3 lbs. overall for the entire powertrain. At the same time, the greater concentration of mass towards the center of gravity of the motorcycle ensures better handling qualities. As before, power is transmitted to the six-speed gearbox via a wet clutch with ten lining discs and a self-reinforcing anti-hopping mechanism. Output is via two spur gears, one of which has an integrated vibration damper.

In the interests of increased shifting precision, the gearbox now has a sensor signal transmitter for the optional Shift Assistant Pro using a torsion magnet. This delivers a more direct feel when shifting gears.

The driveshaft and rear axle assembly have also been newly designed. The driveshaft now has larger universal joints, a reduced angle reduces the deflection of the rotational mass that is inherent in cardan shaft joints. The rear axle has been redesigned and now has a longer wheel axle stub for

easier mounting and dismounting of the rear wheel.

BMW ShiftCam technology for superior performance and smoothness as well as excellent fuel consumption and emissions.

The boxer engine of the new BMW R 1300 GS is equipped with the unique BMW ShiftCam technology for varying the valve timing and valve stroke on the intake side. At the heart of this technology is a single-section intake shift camshaft which has a partial-load and a full-load cam for each valve to be actuated, each with a different cam geometry that has been recalculated for the R 1300 GS. While the partial-load cam has been configured to ensure optimized fuel consumption and refinement, the full-load cam is designed for optimized output.

The intake cams for the left and right-hand intake valves of the partial-load cam differ in stroke and position. This phase shift means that the two intake valves are opened to different degrees and on a time-staggered basis. The effect of this is to create a swirl and therefore greater agitation of the fuel-air mixture flowing into the combustion chamber. As a result, the new BMW R 1300 GS benefits from even more effective combustion and fuel utilization.

Lightweight stainless steel exhaust system for optimum performance and weight.

The 2-in-1 stainless steel exhaust system of the new R 1300 GS is designed for optimum output and torque in conjunction with BMW ShiftCam technology and for very low weight. It enables a very wide power and torque curve, thereby ensuring the best possible rideability and performance – whether on the road, off-road or on extended tours. Exhaust gasses are treated by a closed-loop catalytic converter controlled by an oxygen sensor. In this way, the new R 1300 GS complies not just with current exhaust standards, it is excellently equipped to meet future requirements, too.

Four riding modes including “Enduro” mode for an enhanced off-road riding experience.

The new R 1300 GS now includes four rather than three riding modes. The “Rain” and “Road” riding modes allow riding characteristics to be adapted to most road conditions. The “Eco” riding mode makes it possible to use the innovative BMW ShiftCam technology to maximize the range for every tank of fuel. In this riding mode, a gentle throttle curve and moderate torque limitation promote a riding style that is as economical as possible. In order to provide visual support for a riding style geared towards optimized fuel consumption, an efficiency indicator in the upper status line of the TFT color screen provides feedback when “Eco” mode is activated. If maximum performance is required – e.g., on hills or when overtaking – it is simple to quickly switch to another riding mode using the riding mode button. The riding mode “Enduro” enables an enhanced riding experience off the beaten track with a specific set-up for off-road use.

Riding Modes Pro with additional riding modes is optional. Engine drag torque control (MSR) and riding mode pre-selection is standard.

The new R 1300 GS can be fitted with optional “Riding Modes Pro” which includes the additional riding modes “Dynamic”, “Dynamic Pro” and “Enduro Pro”. In addition, the “Dynamic Pro” and “Enduro Pro” riding modes each allow further individualization.

With the standard riding mode pre-selection, the rider can use the riding mode button to make an individual selection. For this purpose, at least two and a maximum of four riding modes can be chosen from a list in the settings menu, and these can be selected successively using the riding mode button. This offers a wide range of options for configuring the new R 1300 GS to suit the rider’s personal needs. One option is to create a performance-oriented configuration, for example: “Dynamic” and “Dynamic Pro” for the road and “Enduro” and “Enduro Pro” for off-road. Another

possibility is to reduce complexity to a maximum of only two riding modes, such as “Eco” and “Road”. In this way, a preferred and easily manageable number of riding modes can be configured and selected while riding.

Engine drag torque control (MSR) is standard. This feature can be used to safely avoid unstable riding conditions that can occur during coasting or downshifting due to excessive brake slip at the rear wheel. In these cases, MSR opens the throttle valves at lightning speed to such an extent that drag torque is equalized and the motorcycle stabilizes.

The control response depends on the riding mode: in “Eco”, “Rain” and “Road” riding modes, MSR ensures maximum ride stability, whereas in “Dynamic” and “Dynamic Pro” riding mode the control system allows a little more slip. In “Enduro” mode, however, the engine drag torque is only minimally reduced so that the available slip torque can be used to improve traction. MSR is deactivated in “Enduro Pro” mode so as to leave the ambitious off-road rider to take care of rear wheel slip control via the clutch lever – for the purpose of drifting, for example.

2. Suspension

“Another thing we wanted to achieve with the new BMW R 1300 GS was to stop the trend of getting bigger and bigger – and in fact we managed to reverse this trend. Our team achieved a significant reduction in weight and dimensions, resulting in an extremely focused and lean GS. The bike’s engineering is packaged as compactly as possible using innovative design and manufacturing methods.” - **Jochen Beck, Project Manager BMW R 1300 GS.**

Completely new developed chassis with steel sheet metal shell main frame and aluminum rear frame section.

Like the engine, the entire frame and suspension of the new BMW R 1300 GS were redesigned. The center piece is the new steel sheet metal main frame, which in addition to a significant optimization of the installation space for even more compact packaging also offers higher levels of stiffness than the predecessor model. In the course of the redesign, the rear frame was also completely reconceived. In place of the previous tubular steel construction, the new R 1300 GS now has a rear frame made of die-cast aluminum. In addition to excellent stiffness levels and low weight, this new solution also has advantages in terms of optimized installation space as well as offering a high degree of freedom for innovative design. For example, a short, slim, and dynamic rear end in the new R 1300 GS forms a significantly stiffer bond with the main frame compared to its predecessor. This results in a noticeable increase in riding precision and stability.

In combination with a drive unit that is now much more compact, the new design of the suspension achieved a significant concentration of mass towards the center of gravity, which is reflected in noticeable handling benefits. At the same time, the new R 1300 GS is even more precise and stable when braking, requires noticeably less effort to ride, and offers an even more satisfyingly precise response of the suspension components.

The best of both worlds: new front EVO Telelever with flex element and new rear EVO Paralever for even greater steering precision and ride stability.

The front suspension of the new R 1300 GS still follows the Telelever principle introduced by BMW Motorrad 30 years ago – but in an innovative, newly designed form that combines the best of both worlds.

On sporty BMW motorbikes such as the R 1200 S or the HP2 Sport, the upper fork bridge is clamped directly to the fork tubes and attached to the frame via a ball joint mounted on the frame.

This creates a very stiff connection between the fork legs and fork bridge, so the tilting movement of the upper fork bridge which is inherent in the Telelever system is hardly noticeable due to the short handlebars. In motorcycles such as the BMW boxer GS models, long spring travel and high handlebars, however, this tilting movement would be disadvantageous. For this reason, the upper fork bridge is rigidly but rotatably bolted to the frame via a deep groove ball bearing. The swivel connection to the fork legs is via a flexible bearing with spherical roller bearings. This tilt decoupling frees the handlebars clamped to the fork bridge from the tilting movement, thereby ensuring that handlebar movement is not influenced by the suspension. Compared to the rigid bolting on the sporty models, however, lower stiffness levels have to be considered with this construction.

With the new Evo Telelever, BMW Motorrad now combines the strengths of the two previously used Telelever variants. Clamped tightly to the fork tubes – as previously in the sporty design – the upper fork construction incorporates a handlebar decoupling system that prevents any detrimental tilting movement and only transmits steering forces. The tubular handlebar is clamped in a handlebar bridge via two clamps. The connection from the handlebar bridge to the upper fork bridge is the core element of this construction: a strikingly showcased stainless steel plate – the so-called flex element. Due to its flexibility and geometric design, it is able to compensate for the tilting movement while at the same time transmitting steering forces. The actual upper fork bridge is pivotally and rotatably connected via a radial swivel bearing to a sturdy steering shaft tube, which in turn is guided in the main frame via a cylindrical roller bearing at the top and a deep groove ball bearing at the bottom. This sophisticated construction creates significantly greater rigidity, which is reflected in the noticeably increased ride stability of the new R 1300 GS. The simultaneous addition of an extra roller bearing for the ball joint in the lower fork bridge also ensures thrilling steering precision due to the lower bearing friction. The diameter of the quick-release axle, which is approximately 1.7 oz. lighter, has been increased by 0.2 inches to 1.0 inches, increasing the stiffness of the front wheel guide.

The rear suspension of the new R 1300 GS has also been redesigned. The hallmark of the revised Evo Paralever is a significantly stiffer connection via the suspension in the frame, which has been extended for greater traction, and a continuous swinging arm quick-release axle. In addition, the swinging arm bearing is arranged off-axis to the axis of rotation of the cardan shaft joint. The spring travel is 7.5 inches at the front and 7.9 inches at the rear.

New optional electronic Dynamic Suspension Adjustment (DSA) with dynamic adjustment of the damping, spring rate and load compensation.

The previous Dynamic ESA Next Generation electronic suspension offered a high level of ride safety and riding fun on a wide variety of terrain with its dynamic adjustment of the damping and adjustable rear spring rest. The new electronic Dynamic Suspension Adjustment (DSA) now goes one step further, combining the dynamic adjustment of the front and rear damping with a corresponding adjustment of the spring rate – depending on the selected riding mode, riding condition and maneuvers. The automatic adjustment of the spring rest ensures load compensation.

This makes for an even more thrilling riding experience on all surfaces. Whether solo, with a passenger or with luggage – DSA ensures an even higher level of ride safety, performance, and comfort. DSA significantly simplifies usability due to better integration in different riding modes and therefore worlds of experience. Within these worlds of experience, the riding modes can be individualized by means of click-setting in the vehicle settings menu, offering a wealth of options for customizing the new R 1300 GS to suit personal preferences.

Standard selection menu	ECO	RAIN	ROAD	Series		ENDURO	OE riding modes pro
Selection menu alternative/additional				DYNAMIC	DYNAMIC Pro	ENDURO Pro	
DTC (can be switched off), character Control behavior	ROAD Optimum traction	RAIN Early regulatory intervention	ROAD Optimum traction	DYNAMIC Slight drift is possible.	RAIN / ROAD / DYNAMIC / D. Pro Customizable.	ENDURO Terrain, opt. traction	ENDURO / ENDURO Pro Terrain, little intervention.
DTC, front wheel lift suppression	maximum	maximum	maximum	minimal	inactive	Terrain min	inactive
Fully Integral ABS Pro, Setting Braking character/design	ROAD Tuning for maximum riding stability when braking on the road			DYNAMIC more brake dynamics	ROAD / DYNAMIC / D. Pro Dynamik Pro: ABS off at the back	ENDURO terrain, road enduro tires	ENDURO Pro / ENDURO terrain, lug tires Enduro Pro: ABS off at the back
Fully Integral ABS Pro, Rear wheel lift detection	maximum	maximum	maximum	Medium	Medium (in D.Pro = inactive)	terrains	inactive
Throttle response (character)	soft Torque limited	soft	optimal	upfront	(RAIN / ROAD / DYNAMIC) Customizable	soft	RAIN / ROAD / DYNAMIC Customizable
MSR (engine braking torque)	maximum stability			Some slippage allowed		minimal intervention	inactive
DBC (Setting)	In case of shock or emergency braking: Reducing engine torque and increasing integral brake pressure at the rear wheel				Active, DBC = inactive in Dynamic Pro brake mode	DBC for terrain	Active, DBC = inactive in Enduro Pro brake mode
HSC Pro (Setting)	Automatic activation of the hold function via the rear brake (off/manual/auto)					Terrain specific features	
DSA (damping character) with load compensation (X20BA)	ROAD/DYNAMIC (finely adjustable between +2 and -2 in each case)			DYNAMIC/ROAD (finely adjustable between +2 and -2 in each case)		ENDURO (finely adjustable between +2 and -2)	
Adaptive Vehicle height control (X20DA)	AUTO/HIGH			AUTO/HIGH		LOW/HIGH	

Available adaptive vehicle height control and sports suspension.

In conjunction with optional DSA, two further items are available for the suspension of the new R 1300 GS: the new adaptive vehicle height control and the sports suspension.

With adaptive vehicle height control, the new R 1300 GS offers fully automatic adjustment of the vehicle height depending on the operating condition, ensuring the greatest possible comfort without having to compromise on riding dynamics and banking freedom. Seat height is reduced from 33.5 inches to 32.3 inches at standstill and during slow travel.

When stopping, a low vehicle height is set for the best possible ground accessibility and for easier maneuvering, while the standard vehicle height with full spring travel is available when riding. Unlike the various previous systems of this type, the lowering or raising happens quickly and almost imperceptibly for the rider – and only when it truly makes sense. Parking the R 1300 GS when it is lowered is now easier due to the Comfort side stand together with the optional center stand, which is fitted with a fold-out and extended step for easier use. In addition, the adaptive vehicle height control can be customized, and the rider can choose between automatic or permanent lowering and the permanent high setting, depending on personal requirements.

With the available sports suspension, the new R 1300 GS gains more off-road competence. With 0.8 inches more spring travel at the front and rear and a firm set-up specially developed for the GS, off-road riders are well catered for, with the suspension offering greater reserves for use off the beaten track.

Powerful braking system with Integral ABS Pro and Dynamic Brake Control (DBC) as standard. Available cast forged or cross-spoke wheels.

The new R 1300 GS comes standard with a twin disc brake featuring two newly developed, radially mounted four-piston fixed calipers at the front and a single disc brake with two-piston floating caliper at the rear in conjunction with BMW Motorrad Full Integral ABS Pro. Here, the handbrake lever activates the front and rear brakes simultaneously. The foot brake lever now likewise actuates the front and rear brakes at the same time. Full Integral ABS Pro is optimized for on-road and off-road use with an additional set-up that depends on the riding mode. In the ABS Pro settings, it is possible to lock the rear wheel via the foot brake lever.

As a back-up system to BMW Motorrad Fully Integral ABS Pro, Dynamic Brake Control (DBC) offers increased safety when braking, by preventing unintentional throttle application. By means of intervention in the engine control, the drive torque is reduced during braking, making full use of the

braking power at the rear wheel. This keeps the motorcycle stable and shortens the braking distance.

Three different wheels are available for the new R 1300 GS in 3.0 x 19" at the front and 4.5 x 17" at the rear. The basic model and the Triple Black model variant have newly developed and very light cast aluminum wheels, while the Trophy and Option 719 Tramuntana model variants come with newly developed cross-spoke wheels featuring aluminum rings for dedicated off-road use. In addition to the new cross-spoke wheels, newly developed Enduro forged wheels are now available as an optional. They are intended for off-road use and offer a weight advantage of approx. 3.9 lbs. compared to the somewhat more robust cross-spoke wheels.

Excellent ergonomics for off-road use thanks to optional 1.2-inch handlebar riser.

The unique success story of the BMW GS models is not least due to their excellent ergonomics for both rider and passenger. For the rider, the key factor is the so-called ergonomic triangle consisting of handlebars, seat, and footrests. It is this triangle that largely determines the degree of seating comfort, vehicle control and maneuvering characteristics as well as touring suitability. The ergonomic design of the body significantly influences these properties. The ergonomic triangle of the new R 1300 GS has been optimized for a sporty, yet relaxed riding position.

Riders of different heights have differing needs in terms of the position of the seat, handlebar grips and footrests. With the optional handlebar riser included in the Enduro Package Pro, in addition to the different seats and footrests available as optional equipment or as Original BMW Motorrad Accessories, the handlebar height can be adjusted to ensure the new R 1300 GS perfectly meets a rider's personal needs. The rider has a unique set of possibilities for personalizing the ergonomic triangle, with a total of four available seat variants, three different footrests, Comfort handlebars, and hand and foot levers.

3. Electronics

"With the new Riding Assistant featuring Active Cruise Control, Front Collision Warning and Lane Change Warning, we offer a safety package in the new R 1300 GS that is unprecedented in this segment." - **Markus Hamm, Functional Development Control Systems BMW Motorrad.**

New standard matrix full LED headlamps, state-of-the-art LED light units all round with turn indicators integrated in the hand protectors. Optional adaptive turning light "Headlight Pro".

BMW Motorrad is regarded as the pioneer when it comes to motorcycling safety and related innovations. Accordingly, the new R 1300 GS offers a new, standard, very small and attractive full LED headlamp with a novel, distinctive light icon. This illuminates the road with unrivalled clarity, thereby ensuring better visibility in traffic. State-of-the-art LED light units with newly designed LED turn indicators – integrated in the hand protectors at the front, function-integrated at the rear – round off the lighting concept of the new R 1300 GS.

With the optional "Headlight Pro", the beam of the matrix full LED headlamp turns into the corner according to the lean angle. In this way, the turn is almost fully illuminated because the light moves to where the motorcycle is heading. Due to the adaptive turning light function, the horizon of the light remains relatively constant and is seamlessly adapted to the respective banking angle. This dynamic adjustment of the light cone, also with the support of the daytime running light elements, creates a wide illumination of the road.



Riding Assistant with Active Cruise Control (ACC), Front Collision Warning (FCW) and Lane Change Warning (SWW) (SWW) for safe and comfortable motorcycling.

The new BMW R 1300 GS comes with the new Riding Assistant, which consists of Active Cruise Control (ACC), Front Collision Warning (FCW) and Lane Change Warning (SWW).

Active Cruise Control (ACC) enables maximum comfort and the best possible safety when motorcycling: the electronic cruise control with integrated distance control can be used to set the desired riding speed as well as the distance to the vehicle in front. A radar sensor at the front of the motorbike determines the distance to the vehicle ahead based on the yaw rate and vehicle speed. If this distance decreases, the system reduces speed and automatically restores the desired distance. This frees the mind for carefree riding fun – also ensuring a relaxed ride, especially on lengthy tours.

Front Collision Warning (FCW) with brake intervention is designed to prevent collisions and help reduce the severity of accidents.

Lane Change Warning monitors the lanes to the left and right and can help ensure a safe lane change. A radar sensor monitors the area behind the motorcycle, as well as covering the blind spot. If another vehicle is approaching or dangerously close and could potentially be overlooked by the rider, the lane change warning function detects this and warns against changing lanes. This is indicated by a symbol in the respective rear mirror.

Optional Comfort rider seats and seat heating for rider and passenger for enhanced travel and touring.

The new R 1300 GS offers optional Comfort seats and seat heating for rider and passenger, significantly increasing comfort on longer rides and during low outside temperatures.

The Comfort rider's seats are available in three different seat heights and include a tilt adjustment (4°), as well as the option to select three levels of seat heating. The heating functions are operated via a menu function in the TFT display. In combination with the optional seat heating, heated grips also offer three heating levels. The selection is made via the new multi rocker switch on the left handlebar: here it is possible to choose between seat heating and heated grips. The passenger seat heating is operated by a toggle switch with two heating levels that is located at the bottom left-hand side on the seat.

Standard on-board power and USB socket along with ventilated smartphone charging compartment and lightweight lithium-ion 12v battery.

The new BMW R 1300 GS offers two different sockets as standard. A 12-volt on-board power socket is installed on the right-hand side of the cockpit. In addition, there is a USB-A socket with 5-volt power supply in the fold-out smartphone charging compartment behind the handlebars. Charging current is available up to 2,400 mA, enabling fast charging depending on smartphone type. This most widely used USB-A socket type with newly developed charging electronics allows a smartphone to be charged while riding. The original BMW Motorrad Accessories include a USB adapter cable for this purpose that has been tested over time and is equipped with a sturdy kink protection.

In BMW Motorrad manner, the external and easily accessible socket is designed to be short-circuit-proof and is protected from overvoltage. Thanks to the integrated sealing cap, it is also effectively protected against environmental influences such as water.

The drive to reduce weight in the development of the new BMW R 1300 GS is reflected in the new, very light lithium-ion battery (12 V/10 Ah) whose charge status can be monitored by means of the new Battery Guard function. This alone resulted in a weight saving of around 5.5 lbs.

Connectivity: multifunctional 6.5-inch full-color TFT screen.

The new R 1300 GS features standard Connectivity, including a 6.5-inch full-color TFT screen. In conjunction with the standard BMW Motorrad Multi-Controller, it gives the rider fast access to vehicle and connectivity functions. An additional Sport screen enables the display of additional information, making it possible to have the physically experienced riding dynamics of the new R 1300 GS translated into visible form on the display. Information on banking angle, traction and braking behavior is displayed, as well as a sports tachometer with gear indicator.

This means it is possible to conveniently make a phone call or listen to music during travel. If a smartphone and a helmet are connected via Bluetooth to the TFT screen, for example, the rider can conveniently access media playback and telephone functions. These phone and media functions can be used without installing an app. With an active Bluetooth connection to a standard smartphone, the rider can listen to music during travel. In addition, the free BMW Motorrad Connected app offers practical arrow navigation directly via the TFT display. The BMW Motorrad Connected App can be downloaded free of charge from the Google and Apple app stores. It also includes attractive additional functions such as route logging and the display of other travel statistics and information. In this way, logged routes can also be shared directly with other motorcyclists via the Rever community. The basic navigation is particularly attractive for motorcyclists who want to comfortably manage everyday traffic or short trips without additional equipment.

Standard Intelligent Emergency Call for further increased safety.

Ensuring the fastest possible assistance in the event of an accident or in situations of emergency and danger can save people's lives. For this reason, BMW Motorrad has developed an eCall system – "Intelligent Emergency Call" – which aims to get help to the scene of the incident as quickly as possible.

Standard Service Assistant for automatic notification when service work is due and for information to be sent to the BMW Motorrad Connected App.

The Service Assistant service automatically informs the BMW Motorrad dealer (specified in the customer's BMW ID) that service work is due. This selected authorized dealer then contacts the customer to arrange a service appointment. The Battery Guard uses special electronics to monitor the state of charge of the LiO 12v battery. If the charge level is too low, the vehicle sends information to the customer's BMW Motorrad Connected App. The Status Report function sends current status data relating to the motorcycle to the BMW Motorrad Connected App – even if the smartphone is not paired with the vehicle. This includes information such as fuel level, remaining range, mileage, and service requirements.

4. Design

"In the new BMW R 1300 GS we've focused on honing the GS concept even further. The new design is defined by integration and modularity, thereby offering optimum performance and functionality for all riders. The components have been arranged as efficiently as possible to achieve an integrative architecture and stunning looks – entirely in the tradition of the legendary GS flyline."
- **Christian Hahn-Wörnle, Vehicle Design BMW R 1300 GS.**

The new R 1300 GS: the very highest level of touring and off-road expertise in an attractive package along with the variants Triple Black, GS Trophy and Option 719 Tramuntana.

The new R 1300 GS features an entirely new design which is based on the traditional GS icons while at the same time reflecting extreme compactness and significant weight reduction. With its significantly flatter tank, the flyline is largely responsible for the very dynamic, light, and accessible appearance of the new R 1300 GS. Continuing on through the upholstered center cover over the aluminum fuel tank, the seat gives the GS a typically enduro-style silhouette.

A striking break with tradition in terms of design was achieved in the motorcycle sector. The integration of high beam and low beam in a single projector unit, results in a redesign of the iconic face of the GS headlamp. The new LED matrix technology offers a very small symmetrical layout, so the new headlamp signature was simply a logical consequence of this.

The modular concept of the new R 1300 GS allows customers to tailor it entirely to their individual needs and preferences. This concept is brought to life by the innovative design of the die-cast aluminum rear frame, which serves as the basis for a wealth of independently combinable options, including seamlessly integrated features such as case holder, top case holder, luggage carrier, radar sensors and various seat configurations.



The new BMW R 1300 GS: pure GS.

The basic variant of the new BMW R 1300 GS embodies what the BMW Motorrad development team has endowed the GS legend with: compact layout of the components, high functionality of the equipment – and everything focused on the essentials. In Light White solid paint and in conjunction with its sharply drawn lines and very clean appearance, the new R 1300 GS has a truly muscular appearance and embodies the boxer GS theme in pristine style.

The compact and low front end, together with the Sport windshield and wide handlebars, provide an excellent overview, while the redefined GS ergonomics offer a confident, relaxed riding position. A sporty, slimline passenger seat, in combination with the functional sports grab handle bridge, emphasizes the steeply rising and short rear end and at the same time offers good seating comfort for the passenger. In the basic version, the standard rider's seat has a seat height of 33.5 inches and is fitted with a two-tone cover that forms a continuous functional unit in light grey texture extending from the fuel filler cap to the passenger seat.

BMW R 1300 GS model variant Triple Black.

The Triple Black has been the most successful model variant of the boxer GS for many years. This color scheme gives the new BMW R 1300 GS even more attitude.

The rear frame is likewise finished in black, as are most of the other surfaces: the aim here is to present the surfaces running from the front of the vehicle to the number plate holder in an interplay of shapes which is muted in terms of color. The motorcycle's dynamic performance is powerfully emphasized with a forward-sloping gesture.

Also finished in black, the luggage carrier included in the Triple Black model variant is perfectly integrated in these shapes. In addition, the R 1300 GS Triple Black has Comfort seats, Comfort passenger footrests and a center stand. The electrically adjustable high windshield also comes with this model variant in combination with the cockpit trim and the wind deflectors.

Together with the main frame coated in matt black, the new cast alloy wheels in solid Night Black paint and the powertrain finished in Avus black delineate the lower section of the motorcycle against the light front body section, thereby highlighting the powerful appearance of the new BMW R 1300 GS.

A standard feature on all model variants of the new BMW R 1300 GS, the spray guard on the rear wheel helps keep itself clean. Due to the double-shell design, the air flowing through the resulting air duct during travel ensures that dirt particles and water are discharged. This amazingly effective function is a result of intensive work in the wind tunnel, where the aerodynamic properties of the new BMW R 1300 GS were refined in detail.

BMW R 1300 GS model variant GS Trophy.

The basic, Racing Blue Metallic, sets the tone for the model variant GS Trophy. With red and white tapes and inscriptions combined with a rear frame in White Metallic Matte, the GS Trophy stands for the highest level of performance and sporty use off-road. The high rider's seat in combination with the Sport passenger seat offers the look and ergonomics of a rally seat (34.2-inch seat height), which in conjunction with the seat cover continued on the fuel tank cover forms a unit that can be used along its entire length.

In the spirit of outstanding off-road competence, the GS Trophy is equipped with standard radiator guards for damage protection – from stone chips, for example. The robust cross-spoke wheels also belong to the range of off-road-oriented equipment. They are supplied with black rims, but these are also available in gold as an option.

As with all model variants, the flat tank ramp and the steeply rising rear end are crucial for off-road riding: optimum freedom of movement is essential here. The conceptual division of the seat enables the ergonomics to be varied via the integrated seat angle adjustment for the rider's seat. Instead of the high rider's seat, the standard (33.5-inch mm) and low (32.7 inch) comfort rider's seats can alternatively be mounted, independently of the passenger seat.

BMW R 1300 GS Option 719 Tramuntana.

The new R 1300 GS shows its exclusive and technically sophisticated side in the model variant Option 719 Tramuntana. This combines cross-spoke wheels in gold with black components such as the main and rear frames, powertrain, and the luggage carrier with grab handle. The gold anodized handlebar provides the perfect accentuation to match the gold-colored lining on the body components and the gold rims.

The model variant Option 719 Tramuntana lives up to its aspiration to offer elegantly packaged technology in particular by means of a high-quality paint finish. The side trim sections and the front wheel cover at the top are finished in Aurelius Green Metallic, while the aluminum tank and intake silencer cover are finished in Aurelius Green Metallic but with a matte clear coating. The fuel tank center cover in Luxor Black/Grey and the cylinder head covers in Avus Black Metallic Matte blend in harmoniously with this.

The optional equipment available for the Option 719 Tramuntana model variant include a top case

carrier in Avus Black Metallic, a grey-colored hand protector extension, cross-spoke wheels with black rims and the titanium-colored anodized sport brakes.

5. BMW Group Plant Berlin.

“We are very proud of over 40 years of GS production at the traditional Berlin plant. For us, innovation and tradition go hand in hand. As the lead plant for international BMW Motorrad production, we rely on the use of high technology for an efficient manufacturing process and the highest product quality. The factory team has proven this once again when producing the new BMW R 1300 GS.” - **Helmut Schramm, Head of BMW Motorrad Production.**

The BMW Group plant in Berlin looks back on a longstanding tradition of motorcycle production. BMW motorcycles have been built in Berlin-Spandau ever since 1969. With over 2,200 employees and a production capacity of up to 900 motorcycles and premium e-scooters per day, the plant is the heart of the BMW Motorrad global production operations. Almost the entire BMW Motorrad model range is produced in Berlin. Not only does a wide range of vehicles roll off the assembly lines in Berlin, but the site itself offers significant depth of production, too. Core engine components such as crankcases, cylinder heads, crankshafts and connecting rods are machined in the Mechanical Production department and completed into units in the Engine Construction department – including the engine of the new R 1300 GS. For a large share of the vehicles produced, the surface finish of body and chassis parts is carried out in the plant’s own paint shops.

Production of the GS series at the Berlin site has a longstanding tradition that goes back to the very first R 80 G/S in 1980. Since then, over one million GS vehicles have come out of the plant. The one millionth BMW GS with a boxer engine, an R 1250 GS, rolled off the production line in Berlin on 21 June 2023.

A completely newly developed assembly line for the 1300 boxer engine was put into operation when production of the new R 1300 GS started. In contrast to the flow production system used for other engine assembly lines, the BMW Group plant in Berlin uses interlinked island production for its new assembly line. The individual assembly cells are connected to each other by means of robots. After completing one assembly step, the robot passes the engine on to the next assembly cell. This innovative system makes the assembly structure more compact and flexible than conventional assembly line production. It also enables a higher production volume.

Virtual tools such as factory digitization were used in the planning and commissioning of the new engine assembly line. This methodology is used to create a three-dimensional, true-to-life image of a production plant that is accurate to within a few millimeters. As a result, it was possible to set up, test and optimize the new production line in the virtual sphere in advance.

6. Equipment

Standard Equipment

- Ultimate Care break-in service included.
- 1,300 cc air/liquid cooled boxer motor with BMW ShiftCam technology.
- 6-speed transmission with wet anti-hopping clutch and Cardan driveshaft.
- 6.5-inch TFT display with enhanced Connectivity.
- Heated grips.
- Keyless Ride (steering, ignition and fuel tank lock).
- Tire Pressure Monitor TPM.
- Dynamic Traction Control DTC.
- Engine Drag Torque Control MSR.
- Dynamic Brake Assist DBC.

- Hill Hold Control HSC.
- BMW Motorrad Full Integral ABS Pro.
- Cruise control DCC with brake function.
- Matrix LED Headlight
- Four Ride Modes
- LiO 12v battery with Battery Guard.
- 12v power socket.
- Hand protectors with integrated turn indicators.
- Smartphone charging compartment with integrated USB-A socket.
- Intelligent Emergency Call.

Optional Equipment

Premium Package

- Headlight Pro, Dynamic Suspension Adjustment, Riding Assistant, Shift Assistant Pro, Riding Modes Pro, Sport Brakes, Central Locking, Preparation for navigation, Chrome-plated exhaust manifold, Vario side and top case mounts, Hand protector extensions.

Comfort Package

- Electrically adjustable high windshield, Center stand, Comfort Passenger seat, Comfort passenger footrests, Luggage carrier.

Enduro Package Pro

- Handlebar risers, Engine protection bars, Enduro aluminum engine guard, Short Enduro handlebar levers, GS adjustable rider footrests, Exhaust mount for single seat, Adjustable foot brake and gearshift levers, Large frame guards, tight-fitting turn signal stalks.

Individual Options

- Enduro forged wheels.
- Akrapovič Stainless Double silencer.
- Adaptive vehicle height control (32.3" – 33.5" seat height).
- Comfort handlebars.
- Off-road tires.
- Sport suspension.
- Cross-spoke wheels II (gold).
- Cross-spoke wheels (black).
- Seat heating.
- Comfort rider's seat, low.
- Comfort rider's seat, high.
- Comfort rider's seat (standard height).
- Anti-theft alarm (DWA).

Accessories

- Vario side and top case.
- Liners for Vario side and top cases.
- Back pad, Vario top case.
- Luggage plate for passenger seat.
- Adventure Collection olive tank bags, rear bags and backpack.
- Black Collection black tank bags, rear bags and backpacks.
- Urban Collection white tank bags, rear bags and backpack.
- Titanium Double silencer.

- Titanium Double silencer, black.
- Enduro forged wheels.
- Front wheel fender extension.
- Carbon wind deflectors.
- Shadow hand levers.
- Shadow footrests.
- Chrome-plated manifold.
- Rear axle cover.
- Navigation preparation.
- ConnectedRide Smartphone Cradle.
- ConnectedRide Navigator.
- Cylinder head cover guards.
- Hand protector extension.
- Auxiliary LED headlights.
- Tamper-proof oil filler plug.
- Engine protection bars.
- Enduro aluminum engine guard.
- Rear frame protectors.
- Radiator guards.
- Headlight guard.
- Alarm system.
- Comfort passenger footrests.
- Enduro hand levers and rider footrests.
- Handlebar risers.
- Shift Assistant Pro.
- Comfort rider's seat, standard, low or high.
- Comfort passenger seat.
- Sport passenger seat.
- Sport windshield.
- Additional power socket.
- Center stand.

7. Technical specifications.

		R 1300 GS
Engine		
Capacity	cc/cu. in.	1,300 / 79
Bore x stroke	mm	106.5 x 73
Output	hp	145 @ 7,750 rpm
Torque	lb-ft.	105 @ 6,500 rpm
Type		Air/liquid-cooled 2-cylinder 4-stroke boxer
No. of cylinders		2
Compression / fuel		13.3:1 / premium unleaded
Valve / accelerator actuation		OHV / 4-valves per cylinder
Ø intake/exhaust valve dia.	mm	44.0 / 35.6
Ø throttle body dia.	mm	52
Engine control		BMS-O
Emission control		Closed-loop 3-way catalytic converter, EU5
Electrical system		
Alternator	W	650
Battery	V/Ah	12/10 maintenance-free
Headlight		LED low and high beam
Starter	W	900
Transmission		
Clutch		Hydraulically activated, anti-hopping wet clutch
Gearbox		Constant-mesh 6-speed gearbox
Primary ratio		1.479
Transmission ratios I		2.438
II		1.714

III		1.296
IV		1.059
V		0.906
VI		0.794
Rear wheel drive		Universal shaft
Transmission ratio		2.910
Suspension		
Frame construction type		Steel, two-section with bolt on rear frame
Front suspension		EVO Telelever
Rear suspension		EVO Paralever with cast aluminum single sided swing arm
Suspension travel front/rear	in.	7.5 / 7.9
Wheel castor	in.	4.4
Wheelbase	in.	59.8
Steering head angle	°	63.8
Brakes	front	Twin disc brake Ø 310 mm 4-piston radial calipers
	rear	Single-disc brake Ø 285 mm 2-piston floating calipers
ABS		BMW Motorrad ABS Pro
Wheels		Light alloy cast wheels
	front	3.00 x 19"
	rear	4.5 x 17"
Tires	Front	120/70 R 19
	Rear	170/60 R 17
Dimensions and weights		
Total length	in.	87.1
Total width with handguards	in.	39.4
Seat height	in.	33.5
DIN unladen weight	lbs.	523

Permitted total weight	lbs.	1,025
Fuel tank capacity	gal.	5.0
Performance figures		
0-62 mph	sec.	3.39
Top speed	mph	124

BMW Group in America

BMW of North America, LLC has been present in the United States since 1975. Rolls-Royce Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand of motor vehicles, including motorcycles, the MINI brand, and Rolls-Royce Motor Cars; Designworks, a strategic design consultancy based in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is the BMW Group global center of competence for BMW X models and manufactures the X3, X4, X5, X6 and X7 Sports Activity Vehicles as well as the BMW XM. The BMW Group sales organization is represented in the U.S. through networks of 350 BMW passenger car and BMW Sports Activity Vehicle centers, 146 BMW motorcycle retailers, 104 MINI passenger car dealers, and 38 Rolls-Royce Motor Car dealers. BMW (US) Holding Corp., the BMW Group's sales headquarters for North America, is located in Woodcliff Lake, New Jersey.

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