

The new BMW R 1300 GS Adventure.

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1. Overall concept. Short version.



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"The appearance of the new BMW R 1300 GS Adventure is sure to attract attention. The big GS is not only visually different from its almost dainty sister. Never before have seating comfort, ergonomics and wind and weather protection been so harmoniously combined with precise handling, exceptional suspension comfort and smooth running. The new BMW R 1300 GS Adventure has set itself the goal of becoming the benchmark for large adventure motorcycles."

Christof Lischka, Head of BMW Motorrad Development

The new BMW R 1300 GS Adventure: When it comes to motorcycle adventure and long-distance touring, this is the rock in the surf. An almost completely newly designed model with enhanced adventure expertise across the board.

Crossing the Sahara in searing heat, climbing the Himalayas or exploring the Amazon rainforests - for more than two decades the big BMW GS Adventure with flat twin boxer engine has been synonymous with such long-distance motorcycle journeys with a passenger and lots of luggage. To ensure that this remains the case in the future, and to provide adventurous motorcyclists with even more adventure expertise, BMW Motorrad has almost completely redesigned the engine, chassis, bodywork, design and storage concept of the new R 1300 GS Adventure compared to the previous model, taking the cornerstones of the BMW GS Adventure to a new level.

The legendary twin-cylinder boxer engine is once again at the heart of the new R 1300 GS Adventure. The new design, first introduced on the R 1300 GS, is much more compact than its predecessor thanks to a transmission located under the engine and a new arrangement of the camshaft drive. It generates 107 kW (145 hp) from 1,300 cc at 7,750 rpm. Maximum torque is 149 Nm 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 sheet metal shell main frame made of steel, which in addition to being significantly optimised in terms of installation space also offers higher levels of stiffness than the predecessor model. In place of the previous tubular steel construction, the new R 1300 GS Adventure now has an aluminium lattice tube rear frame made of aluminium tubes and forged parts. The EVO Telelever front wheel guide with flex element and the revised EVO Paralever rear wheel guide also provide even greater steering precision and riding stability.

New electronic Dynamic Suspension Adjustment (DSA) as standard equipment ex works, with dynamic adaptation of the damping and spring rate, and also load compensation.

The previous Dynamic ESA Next Generation electronic suspension itself offered a high level of ride safety and riding fun on a wide variety of terrains with its dynamic adjustment of the damping and adjustable spring basis at the rear. 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 ("spring stiffness") - depending on the selected riding mode, riding condition and manoeuvres. The automatic adjustment of the spring basis ensures load compensation. This makes for an even more thrilling riding experience on all surfaces. Whether solo, with passenger or with bulky luggage - DSA ensures an even higher level of ride safety, performance and comfort.

Adaptive vehicle height control and adaptive vehicle height control comfort with vehicle lowering as optional equipment ex works.

The new adaptive vehicle height control and vehicle height control comfort are available ex works as optional extras for the chassis of the new R 1300 GS Adventure.

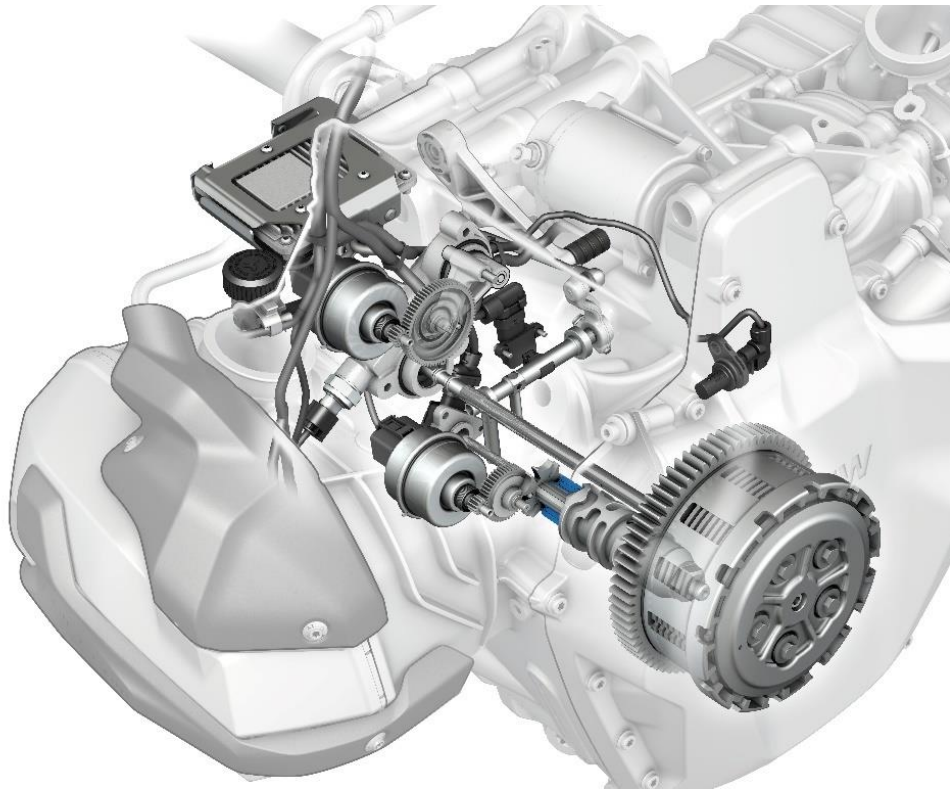
With adaptive vehicle height control, the new R 1300 GS offers fully automatic adjustment of the vehicle height to suit the operating conditions, ensuring maximum comfort without having to compromise on riding dynamics and lean angle freedom. The vehicle height is lowered by 30 mm when stationary and at low speeds.

The new R 1300 GS Adventure can also be fitted with the optional adaptive vehicle height control comfort system for smaller riders, or for particularly good accessibility and even easier handling. It has all the features and functions of the vehicle height control, and a standard height that is 20mm lower.

Four riding modes now standard. "Enduro" riding mode for an enhanced off-road riding experience.

Even in the standard version, the new R 1300 GS Adventure now has four rather than three riding modes to suit individual rider preferences. The "Rain" and "Road" riding modes allow riding characteristics to be adapted to most road conditions. With the "Eco" riding mode it is possible to achieve the maximum range on a single tank of fuel, while the additional riding mode "Enduro" enables an enhanced riding experience off the beaten track with a specific set-up for off-road use.

Automated Shift Assistant (ASA) for fully automatic clutch actuation with manual or automated shifting for even more riding enjoyment as optional ex-works equipment.



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With the new Automated Shift Assistant (ASA), BMW Motorrad offers an innovative technical solution to make motorcycling easier and more comfortable. True to the motto "Simplify your ride", the riding experience is further enhanced by the automation of the clutch and gear shift, without sacrificing the emotionally important dynamics of the gear change.

The Automated Shift Assistant (ASA) will also be available as an option on the BMW R 1300 GS from model year 2025.

Full LED headlights in new matrix design and auxiliary headlights as standard. State-of-the-art LED light units all round with turn indicators integrated into the hand protectors.

BMW Motorrad is regarded as the pioneer par excellence when it comes to motorcycling safety and related innovations. Accordingly, the new R 1300 GS Adventurer offers a new, very small and attractive full LED headlamp with a novel, distinctive light icon as standard. The light unit consists of one LED unit for low and high beam along with four additional LED units for the daytime running light and the side light. The new R 1300 GS Adventure also

features two extra-flat auxiliary headlamps with LED technology that blend harmoniously and safely into the bodywork. This combination illuminates the road with unprecedented clarity, thereby ensuring even better perception 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.

Riding Assistant with Active Cruise Control (ACC), Front Collision Warning (FCW), Lane Change Warning and the new Rear End Collision Warning (RECW) for safe and convenient motorcycling as optional equipment ex works.

The new R 1300 GS Adventure is already equipped with Dynamic Cruise Control (DCC) with braking function as standard. The Riding Assistant offers many more functions as an optional extra ex works. It consists of the components Active Cruise Control (ACC), Front Collision Warning (FCW), Lane Change Warning and the new Rear End Collision Warning (RECW). The new Rear End Collision Warning (RECW) system signals an impending rear end collision to following traffic by flashing the hazard warning lights with a higher frequency. The Rear End Collision Warning (RECW) system will also be available on the BMW R 1300 GS presented last year from model year 2025.

New aluminium top case and new aluminium cases with integrated magnetic couplings as electrical interfaces for USB charging sockets and lighting as well as an optional volume extension are available as optional equipment ex works.

A robust 37-liter aluminium top case and a top case holder with vibration-decoupled top case plate, electrical interface for lighting and USB charging socket as well as integrated passenger grab handles are available as optional accessories for the new R 1300 GS Adventure. The load capacity is up to 8 kg.

The new aluminium cases, each with a load capacity of up to 10 kg, are also ideal for transporting luggage easily and safely. The total capacity is over 73 liters (37 liters left, 36.5 liters right). They are simply, quickly and securely attached to the innovative case holders made of forged aluminium. The magnetic coupling integrated into the left-hand case holder acts as the electrical interface for the USB charging socket in the left-hand case. The optional 10-liter volume extensions per case provide even more

storage space. Made from high quality aluminium, they are quick and easy to fit.

30-liter aluminium fuel tank with clever mounting options and rubberised storage area. Effective wind and weather protection with windshield and hand protectors with hand protector extensions.

The new R 1300 GS Adventure comes with a completely new design that sets it even more apart from its sister model, the R 1300 GS. A key component of the outer skin in the central bodywork area of the new R 1300 GS Adventure is the 30-liter sheet-aluminium fuel tank, which is largely uncovered. It was particularly important to BMW Motorrad's development engineers that the tank, with its large outer skin, also does justice to its additional function as a luggage carrier in a special way. That's why three fastening elements have been screwed onto the upper tank panelling for easy and simple refuelling and quick access to the smartphone charging compartment. This clever solution offers individual fastening eyelets for items of luggage and at the same time provides an articulated mount with snap lock for the 12-liter tank bag with waterproof inner bag and outer bags, which is available as an accessory.

The sheer width of the tank inspires confidence and provides effective frontal weather protection. The large windshield, combined with the two large transparent wind deflectors, also provides effective protection from the wind and weather, making for a uniquely quiet and comfortable ride, even on long journeys. Rubberised tank trays to the left and right of the upper tank covers are also standard. They provide non-slip, secure storage for utensils during stops.

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

Even in its **basic version**, the new R 1300 GS Adventure leaves no doubt about its purpose. Finished in solid Racing Red, it has an athletic, well-trained look that invites you to embark on dedicated motorcycling adventures. The silver tank, black and red seats, black handlebars, black rims and red hand protector extensions provide a striking contrast.

In the **Triple Black model variant**, the new R 1300 GS Adventure shows its elegant face. Accents in perfectly coordinated shades of black and the aluminium fuel tank finished in high-quality Tinted Clear Coat are the hallmarks of this exceptional character. Black elements such as the standard engine protection bar with silver inserts, handlebars and wheel rims are combined with grey hand protector extensions, large aluminium radiator cowls and black/grey heated seats for the traditional Triple Black colour scheme. A luggage rack and high windshield with large wind deflectors complete the Triple Black look.

The **GS Trophy model** features a sporty colour scheme. Racing Blue metallic paintwork is complemented by eye-catching solid Light White and solid Racing Red stripes. Textured powder-coated parts in Avus Black matt metallic create exciting contrasts with the aluminium parts. Red and black seats and red hand protector extensions combine with the stainless steel engine protection bar and black cross-spoke wheels to create an attractive colour scheme. Black grilles in front of the radiators and auxiliary headlamps provide effective stone guard protection. The smaller sport windshield and sport grab handles for the passenger further emphasise the GS Trophy's sporty character. Large radiator cowls with lashing eyes and aluminium fuel tank shelves also provide robust docking points.

Option 719 Karakorum presents the R 1300 GS Adventure in the exclusive colour Aurelius Green matt metallic. Gold-coloured lines and the Shadow milled parts package complete the high-quality appearance, as does the "Opt. 719" badge on the tank cover. Golden anodised components such as the wheel rims and handlebars are particularly eye-catching. The standard engine protection bar is painted black and the hand protector extensions are grey. In addition to the small aluminium radiator cowls and protective grille on the auxiliary headlamps, there are two black/grey heated comfort seats, a luggage rack and a small sport windshield.

The highlights of the new BMW R 1300 GS Adventure:

- The Automated Shift Assistant (ASA) with automated clutch operation makes motorcycling even more convenient and offers an exciting riding experience through automated gearshift characteristics in accordance with the selected riding mode.
- Completely newly designed boxer engine with bottom-mounted transmission and BMW ShiftCam technology for varying the valve timing and valve stroke on the intake side.
- Most powerful BMW boxer engine ever.
- Powerful response across the entire engine speed range, exemplary fuel consumption, emission levels, running smoothness and refinement.
- Power output and torque: 107 kW (145 hp) at 7,750 rpm and 149 Nm at 6,500 rpm.
- Knock sensor system for optimised travel suitability.
- Completely redesigned chassis compared to the predecessor model with sheet metal main frame and aluminium lattice tube rear frame. Even greater steering precision and riding stability thanks to new EVO Telelever with flex element and revised EVO Paralever rear wheel guide.
- BMW Motorrad Full Integral ABS as standard.
- Four riding modes as standard.
- Engine drag torque control (MSR), Dynamic Brake Control (DBC) and Hill Start Control (HSC) as standard.
- Driving Modes Pro with additional riding modes as optional equipment ex works.
- Dynamic Traction Control DTC as standard.
- Electronic Dynamic Suspension Adjustment (DSA) as optional equipment ex works, with dynamic adjustment of the damping and spring rate, and also load compensation.
- Adaptive vehicle height control comfort and sport suspension as optional equipment ex works.
- Matrix LED headlights and newly developed auxiliary headlights integrated into the body as standard.

- Headlight Pro with adaptive headlight as optional equipment ex works.
- Hand protectors with integrated turn indicators as standard.
- 30-liter aluminium tank.
- Dynamic Cruise Control (DCC) with brake function as standard.
- Riding Assistant with Active Cruise Control (ACC), Front Collision Warning (FCW), Lane Change Warning and Rear End Collision Warning (RECW) for safe and convenient motorcycling as optional equipment ex works.
- Smartphone charging compartment with integrated USB socket and 12 V on-board power socket as standard.
- Seat heating for rider and passenger for enhanced touring suitability as optional equipment ex works.
- Handlebar risers up to 30 mm as optional equipment ex works.
- Wide range of seat height variants as optional equipment ex works.
- Connectivity: Multifunctional instrument cluster with 6.5-inch full-colour TFT screen and numerous features as standard.
- RDC, Keyless Ride and heated grips as standard.
- Intelligent Emergency Call as standard (market-dependent).
- Attractive basic variant along with the model variants Triple Black, GS Trophy and Option 719 Karakorum.
- Extensive range of optional equipment, original BMW Motorrad accessories.

**Increased range of standard equipment in the new
BMW R 1300 GS Adventure compared to the previous model:**

- Heated grips.
- Keyless Ride (steering, ignition and fuel tank lock).
- Tyre Pressure Monitor.
- Engine drag torque control.
- BMW Motorrad Full Integral ABS Pro.
- Cruise control DCC with brake function.
- DSA.
- Auxiliary headlights.

2. Drive.



"The uniquely powerful propulsion and smooth running of the 1,300 cc boxer engine contribute significantly to the harmonious riding experience of the new R 1300 GS Adventure. With the optional Automated Shift Assist (ASA), it also offers an innovative technical solution to make long-distance touring and adventure riding even easier and more comfortable".

Patrick Gürlich, Project Manager BMW R 1300 GS Adventure

Newly developed boxer engine compared to the previous model, with top performance in power and torque as well as improved smoothness and efficiency.

Like the BMW R 1300 GS, the new BMW R 1300 GS Adventure is powered by the powerful and completely redesigned flat twin boxer engine. It has a capacity of exactly 1,300 cc while the ratio between bore and stroke is 106.5 to 73 mm (predecessor: 102.5 to 76 mm). This increase in capacity derives from an enlarged cylinder bore and a new crankshaft with reduced stroke. It has a power output of 107 kW (145 hp) (predecessor: 100 kW (136 hp)), still generated at 7,750 rpm, and develops a maximum torque of 149 Nm at 6,500 rpm (predecessor: 143 Nm at 6,250 rpm), making it by far the most powerful serial production BMW boxer engine to date. Its maximum engine speed is 9,000 rpm.

In addition to the significantly increased maximum output compared to the predecessor model, the new BMW R 1300 GS Adventure benefits in particular from an even more commanding torque, which is noticeably higher than in the predecessor model across the entire engine speed range, especially in the dynamically relevant range between 3,600 and 7,800 rpm, where a level of more than 130 Nm is constantly available (see diagram). This makes the new R 1300 GS Adventure more potent than ever before, combining enormous drive power with impressive peak power output. And this contributes to the riding fun both solo and with a passenger, for sporty runs on winding country roads, and on extended stages of a journey at a high average speed.

At the same time the efficiency was also optimised. Despite a significant increase in power and torque, the fuel consumption of the new BMW R 1300 GS Adventure is almost identical to that of its predecessor. The new boxer engine sets standards in terms of running smoothness, too, offering an even more direct response to throttle commands thanks to reduced load reversal cycles in the powertrain. Ideal alignment of the engine-frame combination also ensures an exemplary vibration response.

The boxer engine in the new R 1300 GS Adventure still uses the well-established air/liquid cooling system where coolant flows through the engine elements that are subject to particular thermal stress, such as the cylinder heads and parts of the cylinders. 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 driven 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 Adventure features the tried-and tested knock sensor system to ensure maximum touring suitability and the BMS-O engine management system for highly effective carburation.

With a significantly increased power 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 inlet side and 35.6 instead of 34 mm on the outlet side.

New transmission now located below the engine for even more compact packaging with reduced weight. New propeller shaft drive and rear axle transmission.

The six-speed transmission and clutch are integrated in the engine housing in the new R 1300 Adventure GS, too. The transmission is no longer located behind the engine, however, but underneath it. The particular advantages of this new arrangement lie in a reduced overall length and in improved packaging and weight balance, since

it was possible to make the transmission shafts significantly shorter. Compared to the engine of the previous models, a total weight saving of no less than 3.9 kg was achieved on the basic engine. At the same time, an even greater concentration of mass towards the overall centre of gravity ensures even better handling qualities. As before, power is transmitted to the six-speed transmission 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 judder damper.

In the interests of increased shifting precision, the transmission now has a sensor signal transmitter for the optional Shift Assistant Pro based on a new concept involving a torsion magnet. This is reflected in a much more direct feel when shifting gears.

The propeller shaft drive and rear axle transmission have also been newly designed. The propeller shaft now has larger universal joints, a reduced deflection angle also reduces the non-uniformity of the rotational transmission that is inherent in propeller shaft joints. The rear axle transmission has been redesigned and now has a longer wheel axle stub for even easier mounting and dismounting of the rear wheel.

BMW ShiftCam technology for superior performance and running smoothness as well as excellent fuel consumption and emission levels.

The boxer engine of the new BMW R 1300 GS Adventure is also 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 Adventure. While the partial-load cam has been designed to optimise consumption and smooth running, the full-load cam is designed to optimise performance.

The intake cams for the left and right-hand intake valves of the partial-load cam differ in stroke and angular position. This phase shift causes the two inlet valves to open with a time delay and to different extents. The effect of this phase shift manifests itself in a

swirl and thus a stronger turbulence of the fuel-air mixture flowing into the combustion chamber. As a result, the new BMW R 1300 GS Adventure benefits from even more effective combustion and fuel utilisation.

Lightweight stainless steel exhaust system for optimum performance characteristics and low weight.

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

Four riding modes as standard. Additional standard "Enduro" riding mode for an enhanced off-road riding experience.

Even in the standard version, the new R 1300 GS Adventure now has four rather than three riding modes to suit individual rider preferences. The "Rain" and "Road" riding modes allow riding characteristics to be adapted to most road conditions. The "Eco" riding mode also makes it possible to use the innovative BMW ShiftCam technology primarily in such a way that the maximum range can be achieved with a single 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 optimised fuel consumption, an efficiency indicator in the upper status line of the TFT colour screen provides feedback when "Eco" mode is activated. If maximum performance is required - e.g. on gradients 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.

Driving Modes Pro with additional riding modes as optional equipment. Engine drag torque control and riding mode pre-selection as standard.

On request the new R 1300 GS Adventure can also be fitted with the option "Riding Modes Pro" ex works: among other things, this comprises the additional riding modes "Dynamic", "Dynamic Pro" and "Enduro Pro". In addition, the "Dynamic Pro" and "Enduro Pro" riding modes each allow adaptation to individual needs.

With the riding mode pre-selection which is already available as standard, 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 Adventure 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 is also on board as standard. This 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, the engine drag control opens the throttle valves at lightning speed to such an extent that drag torque is equalised and the motorcycle stabilises.

The behaviour of the control system depends on the driving mode: in "Eco", "Rain" and "Road" riding modes, the engine drag control 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.

Automated Shift Assistant (ASA) for fully automatic clutch actuation with manual or automated shifting for even more riding enjoyment as optional ex-works equipment.

With the new Automated Shift Assistant (ASA), BMW Motorrad offers an innovative technical solution to make motorcycling easier and more comfortable. True to the motto "Simplify your ride", the riding experience is further enhanced by the automation of the clutch and gear shift, without sacrificing the emotionally important dynamics of the gear change.

The Automated Shift Assistant is an ingenious functional design in which two electromechanical actuators automate the clutch and gearshifting of the six-speed transmission - the main difference to a conventional shift assistant. There is no need for a hand lever to operate the clutch manually. Starting, stopping and manoeuvring become simple tasks with the Automated Shift Assistant.

Riding with the Automated Shift Assistant also becomes more enjoyable thanks to the fast, speed- and load-adapted shift sequences and the resulting precise gear changes. The rider's workload is reduced, which makes riding even more enjoyable. In addition, the Automated Shift Assistant provides an even more direct connection to the powerful boxer engine, as the precise clutch actuation makes it even easier to control the riding experience via the throttle grip and adjustable gear lever.

In 'M' shift mode, gear changes can still be made by foot control, allowing the rider to decide when to change gear.

In 'D' shift mode, the Automatic Shift Assistant really comes into its own. Shift points are automatically selected by the engine control unit. In both 'M' and 'D' modes, the rider benefits from perfectly executed gear changes with a smooth interruption of traction. The result is efficient motorcycle acceleration and increased riding stability. When shifting up, for example, the jolt associated with a classic manual gearbox with a manual clutch is largely eliminated, as is the risk of helmet contact between the rider and passenger. Gears can also be changed manually at any time in 'D' mode.

Downshifts are also designed to be as smooth as possible and to minimise turbulence in the chassis. Specific characteristics of the automated shift function are assigned to the different riding modes to ensure perfect shift behaviour in each riding situation. In combination with Adaptive Cruise Control or Forward Collision Warning, the networking of functions also brings the future of motorcycling to life.

In difficult riding situations, the clutch lever and throttle grip require a great deal of concentration. Even if you are travelling with luggage and perhaps a passenger, using the clutch and gear lever takes resources. With the Automated Shift Assistant, the rider retains control of the drive in every riding situation and has more freedom. Riding becomes a more relaxed and enjoyable experience.

The powerful boxer engine allows an almost effortless start on uphill gradients, for example, thanks to automated clutch actuation, which also pays dividends in terms of better vehicle control off-road or on difficult surfaces.

Riding pleasure takes on a whole new meaning when you choose the automated D mode. Optimally selected gear changes create a new riding sensation with a more intense riding experience. The right gear is automatically selected according to the rider's individual driving needs, resulting in a harmonious and extremely smooth riding experience.

Electromechanical clutch and gearshift actuators combined with sophisticated electronic controls.

The Automated Shift Assistant is the logical and technical evolution of the BMW Motorrad Shift Assistant Pro. Two electronically controlled electromechanical actuators operate the clutch and gearshift, enabling easy starting and automated gear changes. The rider's shift request is transmitted to the control unit via a sensor on the gear lever, which is actuated by the conventional foot-operated gear lever. Additional sensors determine the speed of the transmission input shaft and the clutch position.

These values are transmitted to the TCU (Transmission Control Unit), which is closely linked to the engine control unit, for modelling and control of the clutch, shift actuation and status.

The clutch is operated by an electro-mechanical actuator combined with a hydraulic system with a direct hydraulic connection between the clutch master and slave cylinders. The actuator regulates the required clutch slip, engages the clutch when changing gear and disengages it when stopping.

In manual shift mode "M", the rider can move the gear lever in the desired direction in the usual way.

If the speed in the desired target gear is within the maximum or minimum speed range, the shift is made directly. If the engine speed falls below a gear-dependent minimum speed, the system also shifts down automatically in manual mode. This prevents the engine from stalling.

In shift mode "D" the gears are changed automatically depending on the riding mode, engine speed, throttle position and lean angle parameters. Gears are shifted according to the riding situation and dynamic requirements. Gearshifts can also be performed manually.

The benefits of the Automated Shift Assistant (ASA) include

- Complete elimination of clutch operation by the rider.
- Dynamic and comfortable gear changes for even more riding enjoyment.
- Choice of manual or automatic shift point selection.
- Automatic adaptation of shift behaviour to the rider's dynamic preferences in automated mode D.
- Eliminates the possibility of engine stalling due to unfavourable gear changes.

Hill Start Control (HSC) as standard.

Hill Start Control is fitted as standard and enables convenient hill starts – even when carrying two people and luggage.

3. Chassis.



"In combination with the new semi-active DSA suspension, the handling of the R 1300 GS Adventure is even more true to the road, even more confident all round and even more precise and stable in braking manoeuvres."

Frank Mühlsteffen, Vehicle Concept Engineer
BMW R 1300 GS Adventure

Compared to the predecessor model, completely newly developed suspension with sheet metal shell main frame made of steel and aluminium rear frame. Height-adjustable rider's seat and longer, more comfortable seats for rider and passenger.

Like the engine, the entire suspension of the new BMW R 1300 GS Adventure was redesigned compared to the predecessor model. The centrepiece is the new sheet metal main frame made of steel, which in addition to a significant optimisation 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 Adventure now has an aluminium lattice tube rear frame made of aluminium tubes and forged parts.

The choice of this longer design with load-bearing, slender, hexagonal extruded aluminium profile tubes for the lower beam is based on the requirement that the new R 1300 GS Adventure will be used primarily for long journeys. High seating comfort for the rider and passenger, combined with a large-volume luggage system, have been given priority. Two-stage seat height adjustment for the rider's seat and longer, more comfortable seats for the rider and passenger are conceptually linked to the choice of rear frame concept. The transition to the fuel tank has been designed to accommodate the seat height adjustment.

The new R 1300 GS Adventure also places great emphasis on modularity. For example, the footrest extensions for the passenger can be removed for a sporty solo configuration, or three different versions of passenger grab handles can be fitted.

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

The front wheel guide in the new R 1300 GS Adventure 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 GS models with boxer engine, 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 taken into account with this construction.

With the 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 Adventure. 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 approx. 50 g lighter, has been increased by 5 mm to 25 mm, thereby further increasing the stiffness of the front wheel guide.

The rear wheel guide of the new R 1300 GS Adventure has also been redesigned compared to the predecessor model. 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 axle. In addition, the swinging arm bearing is arranged off-axis to the axis of rotation of the propeller shaft joint. The new R 1300 GS Adventure has 20 mm more travel at the front and rear, in keeping with its role as an adventure and expedition motorcycle. The spring travel is 210 mm at the front (R 1300 GS: 190 mm) and 220 mm at the rear (R 1300 GS: 200 mm). Due to the longer suspension travel compared to the R 1300 GS, the values for caster and wheelbase have changed. The caster is 118.8 mm (R 1300 GS: 112 mm) with an identical steering head angle of 63.8 degrees and a wheelbase of 1,534 mm (R 1300 GS: 1,518 mm).

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

The previous Dynamic ESA Next Generation electronic suspension itself offered a high level of ride safety and riding fun on a wide variety of terrains with its dynamic adjustment of the damping and adjustable spring basis at the rear. 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 ("spring stiffness") - depending on the selected riding mode, riding condition and manoeuvres. The automatic adjustment of the spring basis ensures load compensation.

This makes for an even more thrilling riding experience on all surfaces. Whether solo, in pairs or with bulky luggage - DSA ensures an even higher level of ride safety, performance and comfort. DSA also significantly simplifies usability due to even more

consistent integration in different riding modes and therefore worlds of experience.

Auswahlmenü Standard →	ECO	RAIN	ROAD	Serie		ENDURO	SA Fahrmodi Pro
Auswahlmenü alternativ / zusätzlich →				DYNAMIC	DYNAMIC Pro	ENDURO Pro	
DTC (abschaltbar) , Charakter Regelverhalten	ROAD Optimale Traktion.	RAIN Früher Regeleingriff.	ROAD Optimale Traktion.	DYNAMIC leichter Drift möglich.	RAIN / ROAD / DYNAMIC / D. Pro Individualisierbar.	ENDURO Gelände, opt. Traktion.	ENDURO / ENDURO Pro Gelände, wenig Eingriff.
DTC , Abhebeunterdrückung Vorderrad	maximal	maximal	maximal	minimal	inaktiv	Gelände min	Inaktiv
Vollintegral ABS Pro , Setting Bremscharakter / Auslegung	ROAD Abstimmung auf maximale Fahrstabilität beim Bremsen auf der Straße			DYNAMIC mehr Bremsdynamik	ROAD / DYNAMIC / D. Pro Dynamik Pro: ABS hinten aus	ENDURO Gelände, Straßen-Enduroreifen	ENDURO Pro / ENDURO Gelände, Stollenreifen Enduro Pro: ABS hinten aus
Vollintegral ABS Pro , Abhebeerkenkung Hinterrad	maximal	maximal	maximal	Medium	Medium (in D.Pro = inaktiv)	Gelände	Inaktiv
Gasannahme (Charakter)	weich Drehmoment begrenzt	weich	optimal	direkt	(RAIN / ROAD / DYNAMIC) Individualisierbar	weich	RAIN / ROAD / DYNAMIC Individualisierbar
MSR (Motorbremsmoment)	maximale Stabilität			etwas Schlupf zugelassen		minimaler Eingriff	inaktiv
DBC (Setting)	Bei Schreck- oder Gefahrenbremsung: Reduzierung des Motordrehmomentes und Erhöhung des Integral-Bremsdruckes am Hinterrad			Aktiv, DBC = Inaktiv im Bremsmodus Dynamic Pro		DBC für Gelände	Aktiv, DBC = inaktiv im Bremsmodus Enduro Pro
HSC Pro (Setting)	Automatische Aktivierung der Haltefunktion über die Hinterradbremse (aus / manuell / auto)					geländespezifische Funktionen	
DSA (Dämpfungscharakter) mit Beladungsausgleich (X20BA)	ROAD / DYNAMIC (jeweils zwischen +2 und -2 fein justierbar)			DYNAMIC / ROAD (jeweils zwischen +2 und -2 fein justierbar)		ENDURO (zwischen +2 und -2 fein justierbar)	
Adaptive Fahrzeughöhenregelung (X20DA)	AUTO / HOCH			AUTO / HOCH		TIEF / HOCH	

Within these worlds of experience, the riding modes can be individualised by means of click-setting in the vehicle settings menu , offering a wealth of options for customising the new R 1300 GS Adventure to suit personal preferences.

Adaptive vehicle height control and adaptive vehicle height control comfort with vehicle lowering as optional equipment ex works.

The new adaptive vehicle height control and vehicle height control comfort are available ex works as optional extras for the chassis of the new R 1300 GS Adventure.

With **adaptive vehicle height control**, the new R 1300 GS Adventure offers fully automatic adjustment of the vehicle height depending on the operating condition, thereby ensuring the greatest possible comfort without having to compromise on riding dynamics and banking freedom. The seat height of 870/890 mm, which is already adjustable in two stages as standard, is reduced by 30 mm each to 840/860 mm when stationary and when travelling slowly.

When stopping, a low vehicle height is set for the best possible ground accessibility and for easier manoeuvring, while the standard vehicle height with full spring travel is available when riding. Unlike the various previous systems of this kind, the lowering or raising happens quickly and almost imperceptibly for the rider - and only when it truly makes sense. The raising time is approx. 3 s, lowering takes approx. 1.5 s.

Propping up the R 1300 GS Adventure when it is lowered is now easier due to the comfort prop-up aid together with the optional centre stand, which is also fitted with a fold-out and extended step for easier use. In addition, the adaptive vehicle height control can be customised, and the rider can choose between automatic or permanent lowering and the permanent high setting, depending on personal requirements.

For smaller riders or for particularly good accessibility and even easier handling, the new R 1300 GS Adventure can also be fitted with the optional **vehicle height control comfort**. It has all the features and functions of the vehicle height control, but with the addition of lowering the vehicle by 20 mm. This reduces the seat height to 850 mm when travelling and to 820 mm when stationary. Smaller riders in particular benefit from this special equipment ex works, which can be further customised with additional optional extras such as the comfort handlebars and the low, adjustable comfort seat.

Powerful braking system in conjunction with Full Integral ABS Pro and Dynamic Brake Control (DBC) and newly developed cross-spoke wheels as standard. Enduro forged wheels as optional equipment ex works.

The new R 1300 GS Adventure comes as 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 calliper at the rear in conjunction with BMW Motorrad Full Integral ABS Pro. Here, the handbrake lever activates the front and rear brakes simultaneously. The adjustable foot brake lever now likewise actuates the front and rear brakes at the same time. Full Integral ABS Pro is optimised 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 Full Integral ABS Pro, Dynamic Brake Control (DBC) offers increased safety when braking, also in difficult situations, 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. Thanks to the standard dynamic brake light, traffic to the rear is alerted to even more effectively to the fact that the motorcycle is being braked.

Two different wheel sets are available for the new R 1300 GS Adventure in the dimensions 3.0 x 19" at the front and 4.5 x 17" at the rear. All model variants have newly developed cross-spoke wheels with aluminium rim rings for dedicated off-road use as standard. Enduro forged wheels are also available as optional equipment ex works. They are also intended for off-road use and offer a weight advantage of approx. 1.8 kg compared to the somewhat more robust cross-spoke wheels.

Perfect ergonomics for tall and short riders thanks to a wide range of ex-works optional equipment. Enduro footrests for the rider and comfort enduro footrests for the passenger as standard.

The unique success story of the BMW GS models is not least due to their excellently coordinated ergonomics for rider and passenger. For the rider, the key factor is the so-called ergonomic triangle consisting of handlebars, seat and footrests. It is this that largely determines the degree of seating comfort, vehicle control and manoeuvring characteristics as well as touring suitability. The ergonomic design of the body significantly influences these properties, too. The ergonomic triangle of the new R 1300 GS Adventure has been optimised to provide a comfortable riding position for long-distance riding with the best possible vehicle control when off-road. Enduro footrests for the rider ensure sure-footedness off-road, while comfort enduro footrests for the passenger provide long-distance comfort.

Riders of different heights have differing needs in terms of the position of the seat, handlebar grips and footrests. With two different handlebar variants (standard and comfort handlebars) and an optional two-stage handlebar risers (+ 15 mm and + 30 mm respectively) as well as a handlebar twist angle of 10 degrees, the handlebar ergonomics can also be customised in addition to the different rider seats and footrests available as optional equipment or as original BMW Motorrad accessories, in order to equip the new R 1300 GS Adventure entirely according to personal requirements. A total of five rider seat options, three passenger seat options, three rider footrest options and three hand lever, foot lever and foot brake lever options add to the unique customisation options available for the new R 1300 GS Adventure.

4. Electrical system and electronics.



"With the Riding Assistant featuring Active Cruise Control, Front Collision Warning, Lane Change Warning and the new Rear Collision Warning we offer a safety package in the new R 1300 GS that is unprecedented in this segment."

Reiner Fings, Product Manager BMW R 1300 GS Adventure

Full LED headlights in new matrix design and auxiliary headlights as standard. State-of-the-art LED light units all round with turn indicators integrated into the hand protectors. Adaptive "Headlight Pro" headlight as optional equipment ex works.



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BMW Motorrad is regarded as the pioneer par excellence when it comes to motorcycling safety and related innovations. Accordingly, the new R 1300 GS Adventure offers a very small and attractive full LED headlamp with a novel, distinctive light icon as standard. The light unit consists of one LED unit for low and high beam along with four additional LED units for the daytime running light and the side light. The new R 1300 GS Adventure also features two extra-flat auxiliary headlamps with LED technology that blend harmoniously and safely into the bodywork. This combination illuminates the road with unprecedented clarity, thereby ensuring

even better perception 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 Adventure.

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

**Riding Assistant with Active Cruise Control (ACC),
Front Collision Warning (FCW),
Lane Change Warning and - now new -
Rear End Collision Warning (RECW) for even greater safety and
comfort when riding.**

The new R 1300 GS Adventure is already equipped with Dynamic Cruise Control (DCC) with braking function as standard. The Riding Assistant offers many more functions as an optional extra ex works. It consists of Active Cruise Control (ACC), Front Collision Warning (FCW), Lane Change Warning and the new Rear End Collision Warning (RECW).

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 motorcycle 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 provide protection from collisions and help reduce the severity of accidents while Front Collision Warning uses the ACC radar system to provide protection from rear end collisions.

Lane Change Warning monitors the lanes to the left and right and can help ensure a safe lane change while supporting use of the rear mirror. A radar sensor monitors the area behind the motorcycle, as well as covering the infamous 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.

The rear end collision warning (RECW) signals to following traffic that a rear collision is imminent by flashing the warning lights at a higher frequency. This visual warning is triggered by a vehicle in the same lane, detected by the radar sensor at the rear of the new R 1300 GS Adventure and indicated by the simultaneous flashing of the rear direction indicators.

New light functions as optional equipment ex works.

Thanks to new light functions, the riding experience on the new R 1300 GS Adventure is even more intense - and there are practical benefits as well: When the ignition is switched on, the so-called **"Welcome" light** is activated. The main headlamp, rear light and – if available – the auxiliary headlamps light up, remain on for a short time and then fade into standby mode before the engine is started. The transitions are dimmed in stages.

After the ignition has been switched off, the front and rear lights are switched on to **"Goodbye"** for a brief moment before finally darkening slowly. This function is intended to mark the rider's departure from the motorcycle - and to make a clear statement at the same time: There's a BMW here now.

Another new function is for the purpose of **guidance ("Follow me home")**. After switching off the ignition, the riding light can be activated by briefly pressing the high beam button. The ignition and other non-guidance functions and light sources remain switched off. This light function offers optimum visibility at night, for example when manoeuvring in parking spaces or when opening the garage at home.

Comfort rider seats and seat heating for rider and passenger for enhanced travelling and touring capability on the new R 1300 GS Adventure Triple Black and Option 719 as standard and as optional equipment ex works.

The new R 1300 GS Adventure offers comfort seats and seat heating for rider and passenger in the Triple Black and Option719 equipment variants as well as ex works as optional equipment. This significantly increases comfort on longer journeys and in cold weather.

The Comfort rider's seats are available in three different seat heights as well as the option to select the seat heating – an optional equipment item that offers three heating levels. The seat height adjustment (+/- 20 mm) and the tilt adjustment (4°) are located on the vehicle. The heating functions are operated via a menu function in the TFT display. In combination with the optional seat heating, the heated grips also offer three heating levels. The selection is made via the new multi rocker switch on the left handlebar end: 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.

On-board power socket, USB socket and ventilated smartphone charging compartment as standard. 12-volt auxiliary socket as an optional extra ex works.

The new R 1300 GS Adventure already offers two different sockets as standard. A 12-volt on-board power socket is installed on the right-hand side of the cockpit. There is also a USB-C socket with a 5-volt power supply in the hinged smartphone charging compartment on the top of the tank. Charging current is available up to 2,400 mA, enabling fast charging depending on smartphone type. This most widely used type of USB-C socket with charging electronics enables a smartphone to be charged while riding by connecting an adapter cable. 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 tried-and-tested BMW Motorrad manner, the external and therefore easily accessible socket is designed to be short-circuit-proof and is protected against overvoltage. Thanks to the integrated sealing cap, it is also effectively protected against environmental influences such as water penetration. An additional 12-volt socket is available as optional accessories. It is located on the right-hand side of the vehicle below the rear frame.

Connectivity: Multifunctional instrument cluster with 6.5-inch full-colour TFT screen and numerous features.

The new R 1300 GS Adventure has the equipment feature Connectivity as standard, including a 6.5-inch full-colour TFT screen. In conjunction with the standard BMW Motorrad Multi-Controller with integrated operation, 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 Adventure translated into visible form on the display. Information on lean angle, traction and braking behaviour is displayed, as well as a sports rev counter 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 with the BMW Motorrad Communication System 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 on the road. 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 comprises attractive additional functions such as route logging and the display of other travel statistics and information. Recorded 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.

Intelligent Emergency Call for added 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 from the motorcycle 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 authorised dealer then contacts the customer to arrange a service appointment. 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.

5. Design, storage space concept and model variants.



"With the new BMW R 1300 GS we once more took usability and presence to the extreme. We further improved known storage concepts and explored new storage areas we had so far left untouched. This results in an ingenious functionality in all conditions of use – whether on vacation or on expeditions - even in the roughest conditions."

Alexander Buckan, Head of BMW Motorrad Design

30-liter aluminium fuel tank with clever mounting options and rubberised storage area. Effective wind and weather protection with windshield and hand protectors with hand protector extensions.

The new R 1300 GS Adventure comes with a completely new design that sets it apart from its sister model, the R 1300 GS, even more than before. The design with the new flyline follows the idea of demonstrating the extreme robustness and versatility of the new R 1300 GS Adventure right from the start, without adding unnecessary complexity, but instead intelligently combining materiality and functionality.

A key component of the outer skin in the central bodywork area of the new R 1300 GS Adventure is the 30-liter aluminium fuel tank, which is largely uncovered. High-quality highlights include recessed BMW emblems and embossed GS lettering on both sides, while two visible welding seams in the seat area demonstrate the technology and manufacturing precision.

It was particularly important to the developers at BMW Motorrad that the tank, with its large outer skin, also fulfils its additional task of carrying a tank bag in a special way. That's why three fastening elements have been screwed onto the upper tank panelling for easy and simple refuelling and quick access to the smartphone charging compartment.

This clever solution offers individual fastening eyelets for items of luggage and at the same time provides an articulated mount with snap lock for the 12-liter tank bag with waterproof inner bag and

outer bags, which is available as an accessory. Individual fastening eyelets on the tank also allow luggage to be lashed down.

The sheer width of the tank inspires confidence and provides effective frontal weather protection. Functional, narrow side surfaces integrate the rider perfectly and offer the best possible ergonomic conditions even off-road.

Effective wind and weather protection is provided by the large windshield in combination with the two large transparent wind deflectors (cockpit panels), making for a uniquely quiet and comfortable ride, even on long journeys. The optional electric windshield adjustment allows the windshield to be adjusted to the rider's personal preference with millimetre precision from the comfort of the handlebars. The standard hand protectors with hand protector extensions and integrated turning indicators provide maximum protection for hands and arms. Rubberised tank trays to the left and right of the upper tank covers are also standard. They provide non-slip, secure storage for utensils during stops.

Maximum variance in rear frame design, from sporty to expedition ready. New aluminium top case and new aluminium cases with integrated magnetic couplings as electrical interfaces for USB charging sockets and lighting, plus optional volume extension as an optional accessory.

The modular concept of the new R 1300 GS Adventure allows customers to tailor it entirely to their individual needs and preferences. This concept is brought to life by the innovative design of the aluminium lattice tube rear frame, which serves as the basis for a wide range of independently combinable options to tailor the R 1300 GS Adventure to suit personal tastes and the demands of longer journeys and adventurous touring. Standard equipment includes a sturdy case holder for mounting a luggage roll or bag, and the comfortable passenger grab handles are functionally and elegantly integrated. The new R 1300 GS Adventure, on the other hand, reveals its sporty character with a slim, short rear with sports grab handles and lashing options, as on the R 1300 GS Trophy.

A robust 37-liter aluminium top case and a top case holder with vibration-decoupled top case plate, electrical interface for lighting, central locking and USB charging socket as well as integrated passenger grab handles are also available as optional accessories.

The maximum load is 8 kg. A back cushion is optionally available for the aluminium top case. This means that the passenger enjoys even more comfort - both on short trips and long tours. The aluminium top case can also be fitted with a single key locking system as an option.

The new aluminium cases, each with a load capacity of up to 10 kg, are also ideal for easy and safe transport of luggage. The total capacity is over 73 liters (37 liters left, 36.5 liters right). They are simply, quickly and securely attached to the innovative case holders made of forged aluminium. The magnetic coupling integrated into the left-hand case holder acts as the electrical interface for the USB charging socket in the left-hand case. Thanks to the harmonious integration into the rear, the width does not exceed 1,000 mm when both cases are fitted. They can also be fitted with a single key locking system as an option. The optional 10-liter volume extensions per case provide even more storage space. Made from high quality aluminium, they are quick and easy to fit.

Practical inner bags and frame and radiator cowl bags for even more flexibility and comfort when transporting luggage.

The new R 1300 GS Adventure offers unrivalled possibilities for storing luggage on the bike, thanks to numerous innovative features from the original BMW Motorrad accessories range. Custom-fit waterproof inner bags are available for both the aluminium cases and the aluminium top case. The aluminium cases can also be fitted with a storage net in the lid and a carrying handle.

The sturdy frame bags are ideal for carrying smaller items that need to stay on the bike. Securely bolted to the rear frame, they have a waterproof inner compartment and a capacity of 2 liters.

The two radiator cowl bags on the left and right provide practical storage space for small items that need to be quickly accessible when travelling. Specially designed to fit the new R 1300 GS Adventure's radiator grille, they simply snap onto three hooks on the grille for quick attachment and removal. Thanks to the sturdy design of the base and lid, a waterproof inner bag with a capacity of 4 liters and a maximum load of 2 kg each, they are a robust addition to the innovative storage concept of the new R 1300 GS Adventure.

The original BMW Motorrad accessories range (see overview starting on page 39) offers additional options for transporting luggage, such as rear bags and rucksacks.

The BMW R 1300 GS Adventure model variant: Pure adventure.

Even in its basic version, the new R 1300 GS Adventure leaves no doubt about its purpose. Finished in solid Racing Red, it has an athletic, well-trained look that invites you to embark on dedicated motorcycling adventures. The silver-coloured tank and the black and red seats for the rider and passenger provide a striking contrast. This colour scheme is harmoniously complemented by the black handlebars, black rims and red hand protector extensions.

BMW R 1300 GS Adventure Triple Black model variant: The elegant.

The Triple Black version of the new R 1300 GS Adventure shows its elegant side. Accents in perfectly coordinated shades of black and the aluminium fuel tank finished in high-quality Tinted Clear Coat are the hallmarks of this exceptional character. The appearance of muted, elegant surfaces makes the world-tourer enduro an eye-catcher. The standard engine protector is black with silver inserts. Black handlebars, black wheel rims and grey hand protector extensions are the traditional Triple Black colours. As well as the large aluminium radiator cowls with holders for the radiator cowl bags, this model also features two black/grey comfort seats with seat heating, a luggage holder and a high windshield with large wind deflectors.

BMW R 1300 GS Adventure GS Trophy model variant: The sports and off-road expert.

The GS Trophy model is focused on off-road capability and features a sporty colour scheme. Racing Blue metallic paintwork is complemented by eye-catching solid Light White and solid Racing Red stripes. Textured powder-coated parts in Avus black metallic matt create exciting contrasts with the aluminium parts. The high, red and black rider's seat on this model variant creates the effect of a continuous bench seat with the sporty, two-tone passenger seat and matches the red protector extensions. The black insert in the stainless steel engine protector creates an attractive interplay of colours with the black cross-spoke wheels. Black grilles in front of the radiators and auxiliary headlamps provide effective stone guard protection. The smaller sport windshield and sport grab handles for the passenger further emphasise the GS Trophy's sporty character.

Large radiator cowls with mounts for the radiator cowl bags and the aluminium tank trays also form robust docking elements for exploring the world.

BMW R 1300 GS Adventure Option 719 Karakorum model variant: The exclusive.

The Option 719 Karakorum model version is finished in an exclusive Aurelius Green metallic matt colour, giving it a decidedly elegant look. Gold-coloured lines and the Shadow milled parts package complete the high-quality appearance, as does the "Opt. 719" badge on the tank cover. The gold anodised rims and the gold-coloured anodised handlebars are particularly eye-catching. The standard engine protector is coated black with silver-coloured inserts and the hand protector extensions are grey. In addition to the small aluminium radiator cowls and the protective grille on the auxiliary headlights, this model variant also includes the two comfort seats in black with seat heating, a luggage rack and the small Sport windshield.



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6. Equipment program.



Optional equipment and original BMW Motorrad accessories.

An extensive programme of optional equipment and original BMW Motorrad accessories is available for customising the new BMW S 1300 GS Adventure. Optional equipment items are supplied ex works and are integrated in the production process. Original BMW Motorrad accessories are fitted by the BMW Motorrad dealer or the customer himself. These items can also be retrofitted.

Optional equipment.

R 1300 GS Adventure:

For all model variants:

Innovation Package:

Headlight Pro, Riding Assistant, Rear End Collision Warning.

Dynamic Package:

Shift Assistant Pro (alternative package content: Automated Shift Assistant), Driving Modes Pro, sport brake.

Touring Package:

Centre stand, navigation preparation, chrome-plated manifold, electrically adjustable windshield, luggage holder, top case holder can also be combined.

Opt. 719 Milled parts package Shadow(only Opt. 719 Karakorum):

Foot brake and gear lever milled, expansion tank cover, clutch and handbrake lever milled, ignition coil cover milled.

Individual optional equipment.

- Enduro Package Pro:

- Handlebar risers, short Enduro hand levers, GS Vario rider footrest, handlebar impact protection, turn indicator stalks.

- Passenger Package:
Luggage rack, Comfort passenger seat, GS Trophy only.
- Enduro forged wheels.
- Double silencer.
- Adaptive vehicle height control.
- Adaptive vehicle height control comfort.
- Comfort handlebars
- High windshield.
- Riding Assistant.
- Rear End Collision Warning.
- Anti-theft alarm.
- Off-road tyres.
- Centre stand.
- Intelligent Emergency Call.
- Teleservices.
- Cross-spoke wheels (black).
- Cross-spoke wheels II (gold).
- Comfort rider's seat.
- Comfort rider's seat, low.
- Comfort rider's seat, high.
- Comfort passenger seat.

Original BMW Motorrad accessories.

Storage.

- Case holder for left aluminium case.
- Aluminium top case silver 37 l.
- Aluminium top case black 37 l.
- Aluminium case silver 36.5 l right + 37 l electrified left.
- Aluminium case black 35.6 l right + 37 l electrified left.
- Volume extension aluminium case silver 20 l.
- Volume extension aluminium case black 20 l.
- Inner bag aluminium case.
- Aluminium case carrying handle.
- Storage net aluminium case.
- Aluminium top case storage net.

- Back cushion for aluminium top case.
- Inner bag aluminium topcase.
- Luggage plate.
- Tank bag black 12 l.
- Frame bag black 2 l.
- Radiator cowl bag black 4 l.

Ergonomics and comfort

- Windshield spoiler
- Black wind deflector left/right.
- Wind deflector tinted left/right.
- Windshield, tinted.
- Sport windshield, tinted.

Centre stand.

Design.

- Rear axle cover.

Navigation and communication.

- ConnectedRide Navigator.
- ConnectedRide Smartphone Cradle.

Safety.

- Oil filler plug with safety cap black.
- Headlight protector.
- Protection for rear bevel gearbox black.

Maintenance and technology.

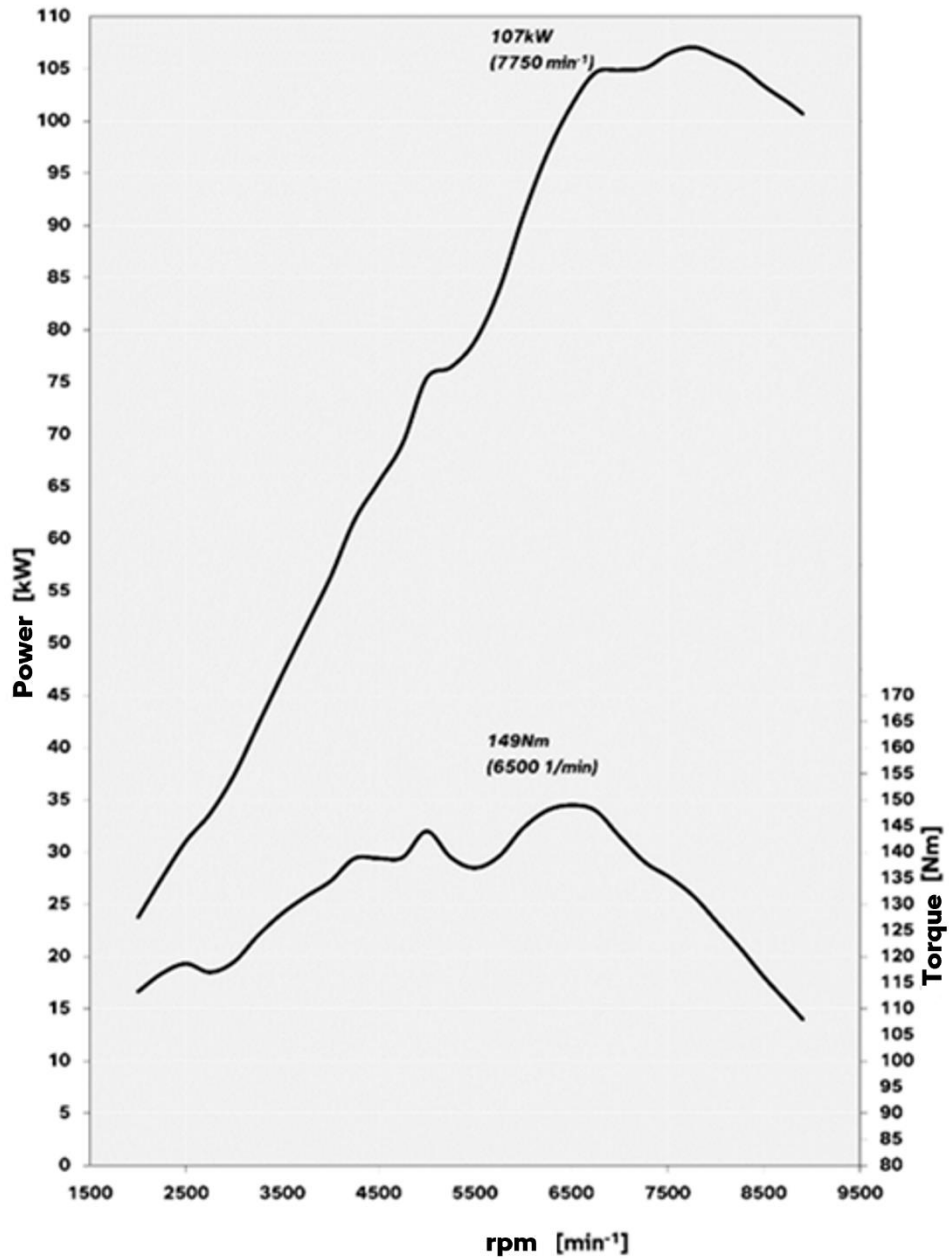
- Additional power socket.

The original BMW Motorrad accessories programme at www.bmw-motorrad.de offers further innovative accessory products and vehicle-independent accessories.

7. Engine output and torque.



BMW R 1300 GS Adventure



8. Technical specifications.



R 1300 GS Adventure		
Engine		
Capacity	cc	1,300
Bore/stroke	mm	106.5 x 73
Output	kW/hp	107/145
at engine speed	rpm	7.750
Torque	Nm	149
at engine speed	rpm	6.500
Type	Air/liquid-cooled 2-cylinder 4-stroke boxer engine with two overhead, chain-driven camshafts, a counterbalance shaft and variable intake camshaft control system BMW ShiftCam	
Compression		13.3/1
Fuel		Premium unleaded 95 RON
Valves per cylinder		4
Ø intake/outlet	mm	44/35.6
Ø throttle valve	mm	52
Engine control		BMS-O
Emission control		Closed-loop three-way catalytic converter, exhaust standard EU-5
Electrical system		
Generator	W	650
Battery	V/Ah	12/14
Headlight		LED
Rear light		Function-integrated LED brake/rear lights
Starter	W	900
Power transmission		
Clutch		Wet clutch with anti-hopping function, hydraulically activated
Gearbox		Claw-shift 6-speed transmission
Primary ratio		1.479
Transmission ratios	I	2.438
	II	1.714
	III	1.296
	IV	1.059
	V	0.906
	VI	0.794
Secondary drive		Propeller shaft
Primary ratio		1.184
Secondary ratio		2.909

R 1300 GS Adventure

Chassis

Frame construction type	Two-part frame concept consisting of main frame and rear frame bolted to it, engine co-supporting		
Front wheel guide	EVO telelever DSA central strut		
Rear wheel suspension	Cast aluminium single-sided swingarm with BMW Motorrad EVO Paralever, DSA		
Spring travel, front/rear	mm		210/220
Wheel castor	mm		118.8
Wheelbase	mm		1,534
Steering head angle	°		63.8
Brakes	front	Twin disc brake, semi-floating brake discs, Ø 310 mm, 4-piston radial calipers	
	rear	Single disc brake, Ø 285 mm, 2-piston floating caliper	
ABS	BMW Motorrad ABS Pro (lean angle optimised) as standard		
Wheels	Cross-spoke wheels		
	front	"	3.00 x 19"
	rear		4.50 x 17"
Tyres	front		120/70 R 19
	rear		170/60 R 17

Dimensions and weights

Total length	mm		2,280
Total width incl. hand protectors	mm		1,012
Seat height	mm		870/890
DIN unladen weight, road ready	kg		269
Permitted total weight	kg		485
Fuel tank capacity	l		30

Performance figures

Fuel consumption (WMTC)	l/100 km		4.9 (5.0 with ASA)
CO ₂	g/km		113 (115 with ASA)
Stationary noise	dB(A)		88
Acceleration 0-100 km/h	s		3.4
Top speed	km/h		>200