



NEW VESPA GTS

THE FLAGSHIP VESPA MODEL EVOLVES IN EVERY RESPECT, FROM ITS EVER UNIQUE AND EXCLUSIVE STYLE TO ITS CUTTING-EDGE TECHNICAL EQUIPMENT

WITH IMPROVED BRAKES AND SUSPENSION, NEW INSTRUMENTATION AND THE KEYLESS SYSTEM, VESPA GTS IS EVEN MORE ELEGANT, SAFE AND COMFORTABLE

FROM THE CLASSIC GTS TO THE TECHNOLOGICAL SUPERTECH, EVERY VERSION OF THE LEGENDARY "VESPONE" TAKES ON ITS VERY OWN STANDOUT PERSONALITY

TWO ENGINE TYPES, WITH THE CLASSIC 125 I-GET AND 300 HPE OFFERING MORE THAN 23 HP, THE MOST POWERFUL SINGLE-CYLINDER IN VESPA HISTORY

Vespa GTS will go down as one of the world's best-loved two-wheelers as it follows on from the legendary "Vespone", the name given to those Vespas with a larger, strictly steel body. Vespas with which to move elegantly around town but that are also ready to travel, or even adventure thanks to their increasingly generous engines.

Born in 2003 with the arrival of the Vespa GT 125 and 200, the family of large Vespas continued to evolve in 2005, with the arrival of the GTS 250 version and the subsequent boost in performance provided by engines of up to 300 cc. In 2016, Vespa GTS benefited from the family of i-get engines, in their 125 and 150 cc versions. 2019 saw the launch of the 300 HPE engine, offering more than 23 HP, the most powerful ever adopted on a Vespa, as well as the SuperTech version, the first large-body Vespa to be equipped with a TFT colour display.

For 2023, the entire Vespa GTS range is further improved as unique Vespa style is combined with a series of technical updates to heighten vehicle safety, comfort and that proverbial attention to the stylistic details.

The new Vespa GTS range, packed with standard equipment, comprises four versions, each of which has its own particular spirit: the classic and very elegant **Vespa GTS**, the contemporary **GTS Super**, the gritty **GTS SuperSport** and the ultra-technological **Vespa GTS SuperTech**.

All are available with two different, highly-efficient engines, the already popular and much appreciated 125 i-get single-cylinder and the 300 HPE (High Performance Engine), fruit of the latest Piaggio Group technology, which aims to create engines that are increasingly advanced and efficient in terms of limiting emissions and consumption.

Timeless style, right down to the smallest detail

Every time it turns its attentions to a new Vespa model, the Piaggio Group Centro Stile is challenged with the stylistic development of a product that has contributed to the history of Italian design around the world, and this was also the case with the new Vespa GTS. Once again, the result is truly exceptional, that magical balance between tradition and modernity retained in the lines of the GTS, every tiny detail of which is meticulously designed so as to raise the perceived quality to unprecedented levels.

Fastidious work that is clear to see at the front end, with bright lateral elements serving as daytime running lights and turn indicators that now exploit LED technology and are perfectly



integrated into the shield thanks to the removal of any visible fixings. The unmistakable steering cover gets an update, with smaller decorations and a more dynamic look, as do the grilles to the sides of the shield and the front mudguard, now more tapered. As ever, the body is enhanced with a metallic trim, now with different finishes depending on the version. The handlebar, which incorporates the characteristic circular full LED headlight, has been completely redesigned. Now wider and with repositioned brake levers, it ensures better ergonomics, while the controls are now grouped into two chrome-plated electronic blocks that recall the handlebar gear of Vespa tradition. A solution that allows for simpler, more intuitive management of the controls. The hand grips are also new, with smaller tips, as are the rear-view mirrors. The overall sensation of clean style extends to the back of the shield, where the keyless system handle replaces the ignition switch and the black strip of the instrumentation is now combined into a single element that integrates the bag hook at its centre.

The light cluster at the rear is also updated, with resized LED turn indicators and a rear positioning light that makes for a blockier lighting profile. The revisions also extend to the side panels that run beneath the body shells, now joined seamlessly at the end for a cleaner and more dynamic rear view.

The typical five-spoke design of the rims has been revised with solids and voids that slim the design. And lastly, all models, irrespective of engine size, stand out for the new design of their exhaust silencer cover.

Ultimate practicality: new LCD instrumentation and keyless system

Following the introduction of the TFT colour display on the SuperTech version, the other versions now début new instrumentation, more complete and better able to exploit the potential of the VESPA MIA connectivity system (as standard on SuperSport and SuperTech or as an accessory for the other trims).

A perfect blend between the historic elegance of Vespa instruments and innovation, the aid retains the stylish analogue speedometer, beneath which is now a 3" LCD display on which the rider can view a wide range of trip data (maximum speed, average speed, instantaneous consumption, average consumption, range and battery charge status) and all notifications regarding calls, messages and music, in cases where the vehicle is connected to the smartphone with the VESPA MIA system.

And with Vespa GTS, practicality and ease of use take another step forward with the introduction of the keyless system, which lets the rider activate the ignition without having to insert the traditional key, streamlining operations such as starting the engine, opening the seat and locking the steering column, all of which can be done with the remote control conveniently in their pocket. On the back of the shield, the classic ignition switch with lock is replaced by a practical knob. To start the vehicle, the rider need simply press it (thereby activating the start enable signal, indicated by a welcome message on the instrumentation panel) and turn it to the ON position. The engine is started in the usual way, via the button located on the right-hand control block.

Legendary comfort, further improved

Designed, as always, around the human body, Vespa boasts ideal ergonomics and a natural riding position that helps make it extremely comfortable, enjoyable to ride and accessible to everyone. The new Vespa GTS further highlights its touring vocation and the propensity to travel that the large Vespas have always embodied by proposing a **new seat that offers an even greater level of comfort**: the rider benefits from refined ergonomics and can more easily reach the ground with their feet, while the passenger has a larger, roomier seat. The



large under-seat compartment makes the most of available space and can hold two Vespa Visor 3.0 jet helmets and more besides. On the SuperTech version, the compartment comes complete with mat and is lit with a practical courtesy light.

Adding to the load capacity of Vespa GTS is a glove box, inside which there is also a USB port, useful for the recharging of a phone or other electronic device.

The 300 HPE engine: the most powerful and agile Vespa of all time

The new Vespa GTS boasts the latest evolution of the 300 cc single-cylinder, 4 stroke, 4 valve, liquid-cooled engine with electronic injection. The result of Piaggio Group R&D experience and known as 300 HPE (High Performance Engine), the unit has benefited from extensive work aimed at increasing performance and improving rideability while at the same time reducing fuel consumption and noise levels.

Engine power reaches a maximum of 17.5 kW (23.8 HP) at 8250 rpm, whereas maximum torque is 26 Nm at 5250 rpm. Benchmark values, which are immediately appreciated when accelerating from rest, that are combined with a significant reduction in consumption, for a range of 30.3 km/l in the WMTC cycle.

The 300 HPE is the **most high-performance engine ever mounted on a Vespa**, a result achieved thanks to meticulous work by the Piaggio technicians on a large part of the components. The project sought above all to optimise thermodynamic output and reduce friction and engine noise, while increasing performance and general rideability, with category-leading weights and volumes.

The single camshaft system with overhead valves has rockers with roller tappets instead of flat tappets, all to the advantage of smoothness, durability and a reduction of mechanical loss.

The camshaft profile adopts valve lifting with more thrust and that is able to reduce the noise generated by the timing. Specifically, increasing valve lift guarantees better filling of the combustion chamber, which translates into greater efficiency. Consequently, the load and dimensions of the valve springs have also been upgraded.

The introduction of a high-pressure multi-jet injector also helps to improve combustion. A more generous intake line, equipped with a duct with optimised length, improves the torque delivered at low rpm and ensures an exceptionally smooth ride at any speed. Last, but not least, the iridium ignition spark-plug ensures greater durability in the same operating conditions.

Even the CVT continuously variable transmission comprises materials designed to reduce friction and noise, and the cover coated in sound-absorbing material further contributes to this.

The engine is controlled by a latest-generation Magneti Marelli MIUG4 ECU. With better calculating capacity, it contributes to improving overall engine efficiency and also allows the engine to be started almost instantaneously, after just two revolutions of the crankshaft.

125 i-get engine, cutting-edge technology for the most classic Vespa engine size

All models in the new Vespa GTS range are also available with a 125 i-get engine with electronic injection, four valve timing and liquid cooling. An engine that tops its category in terms of performance and respect for the environment.

Engines in the i-get family stand out for the adoption of the Piaggio-patented Start & Stop system known as RISS (Regulator Inverter Start & Stop System). The system eliminates the traditional starter, replaced by a brushless "direct mount" electrical device, installed directly on the crankshaft. There are many advantages, not least a quieter start, increased lightness and reliability, and lower fuel consumption. The Piaggio Start & Stop system automatically



switches off the engine 3 to 7 seconds after the scooter has stopped (depending on whether the engine has reached its correct operating temperature or not). A slight twist of the throttle is enough to instantly re-start the engine in total silence, as there is no traditional starter. If the side stand is deployed or the tilt sensor comes into operation, the ECU cuts off the Start & Stop function, that is, the engine turns off and will not re-start automatically.

The 125 i-get engine is accredited with power of 10.3 kW at 8750 rpm. A figure that, on the road, highlights the standout engine, specifically designed and created to suit the daily needs of users in urban environments. These riding conditions are marked by frequent starts and stops which require elasticity, lively acceleration and a smooth ride. Qualities ensured by the excellent torque value (12 Nm at 6750 rpm), which allows the Vespa GTS to excel when it comes to the standing start and acceleration. All with consumption of 38.5 km/l in the WMTC cycle.

Technical features aimed at maximum safety

As is the case for every Vespa from 1946 to now, the **body of the Vespa GTS** is made strictly **of steel**, a sustainable material that is 100% recyclable and that guarantees unrivalled strength as well as truly unique safety and dynamism. The result is a particularly brilliant ride both in city traffic as well as on country roads, a blend of thrilling handling and reassuring stability, also thanks to the generously sized tyres on **12 inch wheels**.

Despite retaining the traditional single-sided swingarm, the front suspension has been updated in terms of its operating framework in order to ensure greater stability, particularly at high speeds. This allows for revised suspension calibration, which also contributes to the comfort and handling.

The **double disc braking system** sees the adoption of **new callipers** and **new Brembo brake pumps**, updates that do not just translate into a significant reduction in braking distances, but also ensure ever-ready deceleration power during sports use and greater modularity, so that even the less expert rider will feel at ease.

The Piaggio Group was the first manufacturer to introduce scooter **ASR** electronic traction control, once available only on the best motorcycles, to prevent rear wheel spin. The ASR system is included among the standard equipment for the Vespa GTS 300 HPE family.

The electronic safety control package is rounded out with the **ABS anti-lock braking system**, controlled with a new, more high-performance Bosch ECU.

Always connected with VESPA MIA

The VESPA MIA connectivity system (as standard on Vespa GTS SuperSport and SuperTech) allows you to connect your smartphone to the Vespa GTS on-board electronic system via Bluetooth and enjoy exclusive functions for an even more satisfying and fun riding experience.

VESPA MIA and the new Vespa app are specifically designed for the connection of iOS or Android mobile devices to the latest Vespa models. Once a smartphone is connected to the Vespa GTS - associated with the vehicle via the dedicated Vespa app, which can be downloaded from the App Store or Google Play - all notifications regarding incoming calls and messages appear on the display. The system also allows for call management via the practical joystick on the left-hand control block and the use of vocal commands to make calls or listen to music, by activating a playlist. To make the most of all these functions, the Vespa Visor 3.0 helmet is available as an accessory and integrates earphones and a Bluetooth intercom.



On the Vespa GTS SuperTech, the TFT display also serves as a navigation system, accompanying the rider along the route, pre-set in the Vespa app, with directions in the form of pictograms.

In addition to offering infotainment and navigation functions, the app is also an incredible source of useful information regarding vehicle status, riding parameters and travel stats, which can be viewed on a smartphone. VESPA MIA technology serves to optimise Vespa GTS usage in both town and country, enhancing the travel experience.

Versions and colours

Riding a Vespa means expressing a unique personality and appreciating values such as charm, elegance, freshness and freedom. And this is why the four versions making up the new Vespa GTS range take on even more defined characterisation, with four very distinct spirits that can reflect the lifestyle of the rider.

Simple and clean but also sophisticated, the most classic version of **Vespa GTS** is available in **Beige Avvolgente**, **Nero Convinto** and **Verde Amabile**, an explosion of bright metallic shades that represent the most authentic Vespa essence. Every detail is enhanced with elegant chrome. Among these, the body profiles, the decorations on the typical steering cover, the front suspension spring, the headlight frame and the silencer cover. The grey saddle, with vertical heat sealing on the seat area and tone-on-tone stitching, is paired with hand grips and rubber inserts on the footpegs, also grey. The wheel rims are painted grey. The **GTS Super** version embodies typical Vespa GTS values such as **style, comfort and safety, as well as boasting a high level of sportiness**, following on from legendary sports models such as the 1955 Vespa GS 150, the 1965 Vespa 180 SS and the 1985 T5 "Pole Position". Immediately recognisable for its graphite coloured rims with diamond finish and double upholstered seat with piping, it is available in three glossy pastel colours, **Nero Deciso**, **Bianco Innocente**, and **Rosso Coraggioso**. Numerous chrome elements are combined with sporty black details, like the hand grips, rubber inserts on the footpegs, and the front suspension spring.

Vespa GTS SuperSport is the height of Vespa sports attitude, its strong, bold character clear from the graphite coloured rims with dedicated graphics and the many black details, starting with the profile that runs along the perimeter of the body. The typical steering cover on the shield presents a brand-new carbon look finish and is made more aggressive with neon orange decorations. The black saddle stands out for its horizontal heat sealing and double stitching in contrasting neon orange.

Five available colours are enhanced with new dedicated graphics, gloss shades **Arancio Impulsivo** and **Bianco Innocente** and the matte **Grigio Travolgente**, **Nero Convinto** and **Verde Ambizioso**.

Vespa GTS SuperTech is the top-of-line Vespa GTS model, combining the ultimate sports attitude with cutting-edge technology. Aesthetically, it stands out for its distinctive satin chrome grey finishes, its graphite coloured wheel rims with diamond finish, and its matte shades with dedicated graphics, **Grigio Ottimista**, **Blu Energico** and **Grigio Entusiasta**. Other original contrasting elements include the **steering cover decorations and the front shock spring painted in neon green**. Even the saddle flaunts a "hi-tech" finish, with double upholstery and two-colour seams with neon green sections.

Accessories

In line with Vespa tradition, the new GTS boasts a wide range of accessories with which to personalise the vehicle and increase levels of comfort and functionality.



The 36-litre **top box**, with room to accommodate one full-face helmet or two jet helmets, is painted to match the chassis and comes complete with a padded backrest to optimise passenger comfort.

An elegant alternative to the top box, the Vespa-branded **leather bag**, with special reinforcements on the base and handles, is designed to be practically transported on the rear luggage rack. The bag is designed as an accessory to be carried with you and affixes to the rack with a rapid-release system.

The **front and rear luggage racks**, available with a chrome or black finish, are among the most popular and appreciated accessories, embodying both the strong and distinct Vespa personality and its long touring tradition.

The **perimeter kit** and **front mudguard protection**, which guarantee the Vespa maximum protection and ensure bold aesthetic personalisation, are also available in chrome or black. On-board protection is guaranteed by the **windscreen**, made of shockproof, anti-shatter methacrylate and offered in two different versions: high, for maximum protection, and medium.

For those who prefer more compact, sporty lines, there is also a high-quality **top fairing** (transparent or smoked).

The **leg cover in thermal material** is easy to install and offers year-round riding comfort. The accessory kit is rounded out with the **non-slip, waterproof rubber mat**, **external vehicle cover** and **electronic anti-theft system**.

The **single sports seat** features double upholstery with water-repellent treatment and bold contrasting stitching. Available for 300 HPE versions, the **sports exhaust in carbon and steel** is lighter than the original and includes a specific engine mapping.

The **VESPA MIA** connectivity system, as standard on the GTS SuperSport and SuperTech versions, is available as an accessory for the Vespa GTS and GTS Super.

Heated hand grips and Comfort+ seat ensure the utmost comfort even in cold weather and can be easily adjusted via the heated accessory management module. The latter requires installation of the VESPA MIA system and allows for adjustment of the heated hand grips and seat via the handlebar controls.

All Vespa accessories and style details are available online. On the **vespa.com** website, a point of reference for the world's Vespa fans, **Vespa Store** shop windows open to create an internet space that provides fans with access to all the Vespa lifestyle collections. In the **Vespa Store**, a wide range of clothing, gadgets and accessories, conceived and designed according to classic Vespa iconography, allows everyone to experience Vespa style, dress with casual elegance, and surround themselves with carefully made objects reminiscent of timeless shapes.



Vespa GTS 125 - Technical Sheet

ENGINE	
Type	Single cylinder, 4-stroke Piaggio i-get with 'Start & Stop' system
Engine capacity	125 cc
Bore x Stroke	52 mm x 58.7 mm
Max Power	10.3 kW (14 HP) at 8750 rpm
Max Torque	12 Nm at 6750 rpm
Fuel system	Electronic injection
Ignition	Electronic, with variable advance
Cooling	Liquid
Lubrication	Wet sump
Transmission	CVT with torque server
Clutch	Automatic centrifugal dry
VEHICLE	
Load bearing structure	Sheet metal body with welded reinforcements
Front suspension	Single-sided swingarm with coil spring and hydraulic control
Rear suspension	Double hydraulic shock absorber with four-position spring pre-load adjustment
Front brake	Hydraulically operated 220 mm stainless steel disc
Rear brake	Hydraulically operated 220 mm stainless steel disc
Braking system	Two-channel ABS system
Front tyre	Tubeless 120/70 - 12"
Rear tyre	Tubeless 130/70 - 12"
DIMENSIONS	
Length/Width	1980/765 mm
Wheelbase	1385 mm
Seat height	790 mm
Fuel tank capacity	7 litres
Emissions compliance	Euro 5
CO2 emissions	60 g/km
Consumption (WMTC cycle)	38.5 km/l



Vespa GTS 300 HPE - Technical Sheet

ENGINE	
Type	Piaggio HPE 4 stroke single-cylinder
Engine capacity	278 cc
Bore x Stroke	75 mm x 63 mm
Max Power	17.5 kW (23.8 HP) at 8250 rpm
Max Torque	26 Nm at 5250 rpm
Fuel system	Electronic injection
Ignition	Electronic, with variable advance; ASR traction control
Cooling	Liquid
Lubrication	Wet sump
Transmission	CVT with torque server
Clutch	Automatic centrifugal dry
VEHICLE	
Load bearing structure	Sheet metal body with welded reinforcements
Front suspension	Single-sided swingarm with coil spring and hydraulic control
Rear suspension	Double hydraulic shock absorber with four-position spring pre-load adjustment
Front brake	Hydraulically operated 220 mm stainless steel disc
Rear brake	Hydraulically operated 220 mm stainless steel disc
Braking system	Two-channel ABS system
Front tyre	Tubeless 120/70 - 12"
Rear tyre	Tubeless 130/70 - 12"
DIMENSIONS	
Length/Width	1980/765 mm
Wheelbase	1380 mm
Seat height	790 mm
Fuel tank capacity	8.5 litres
Emissions compliance	Euro 5
CO2 emissions	75 g/km
Consumption (WMTC cycle)	30.3 km/l