

Koenigsegg

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Photo Oskar Bakke

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Christian von Koenigsegg

”2016 is going to be another amazing year for Koenigsegg. My promise to you: we will not stop.”

A lot has been going on at Koenigsegg since the reveal of the Regera prototype at the 2015 Geneva Motor Show.

The Regera concept is unique and the reception we received at Geneva last year was beyond our wildest expectations. The amount of positive feedback and the speed with which the order book began to fill was unprecedented. There we were at Geneva, with a totally new car full of revolutionary technology that had never been seen before - and the market simply could not get enough of it!

No other brand could have presented a car like the Regera. It is a Koenigsegg in every sense. It breaks the mold and gives a wonderful, new and exhilarating driving experience. I have now clocked many miles in the first test car myself and I can tell you it is even more exciting, fun, rewarding and comfortable to drive than even I first imagined.

Given the fantastic response to the Regera program, we have almost doubled our staff in the last 12 months in order to achieve the ambitious goals ahead of us. We have also expanded our production and R&D facilities to cope even better with customer-specific demands and new vehicle development. More information lies within.

2015 was not only about the development of new cars. The One:1 program also got to shine, with new records set at race tracks around the world as well as brute-force performance tests.

The Agera RS program, which was also unveiled at the Geneva Motor show in 2015, was sold out in record time – just 10 months to sell all 25 cars. The first 10 RSs have been delivered to excited customers and the RS is already becoming an icon, just like the One:1 before it. The performance is truly staggering; unmatched in every way. We are very proud of the Agera RS and it is extremely satisfying to deliver such extreme performance machines to our ever-growing clientele.

2016 is going to be another amazing year for Koenigsegg. My promise to you: we will not stop. We will keep on pushing the boundaries and doing our absolute best to show the world what can be achieved with a commitment to perfection and passionate people to get you there.

Christian von Koenigsegg

Agera RS program

“I am extremely proud of the Agera RS program. The RS is a classic Koenigsegg, with all the core values and features that the Koenigsegg brand stands for”
– Christian von Koenigsegg

Koenigsegg Automotive AB were pleased to announce in January 2016 that all examples of the Koenigsegg Agera RS series had been sold.

The Koenigsegg Agera RS made its debut at the 2015 Geneva Motor Show, where the first customer car was delivered to its owner. In the 10 months since that debut, orders were placed and deposits paid for all 25 cars in the Agera RS series. The 10 months taken to sell all 25 examples makes the Agera RS the fastest selling model in the company's history. The Agera RS received global adulation and has been sold to markets around the world. The United States, Canada, the United Kingdom, Japan, China, Taiwan, Singapore, Malaysia, Saudi Arabia, Qatar and the UAE will all soon see the Agera RS on their roads.

The Agera RS builds upon previous Agera R and Agera S models using lessons learned from the most extreme car Koenigsegg has ever made – the legendary Koenigsegg One:1. It delivers an astonishing 1160hp on 95 octane RON or 91 octane DIN fuel for monstrous performance and yet still retains all creature comforts including a removable roof that can be stored under the front hood of the car.

Christian von Koenigsegg: “I am extremely proud of the Agera RS program. The RS is a classic Koenigsegg, with all the core values and features that the Koenigsegg brand stands for. The performance, road feel and responsiveness are truly amazing and the level of technical sophistication is second to none. It is a true ‘pinnacle’ project that has been wholly embraced by our customers and friends.”

All outstanding Agera RS models are planned to commence production during 2016, with the last cars to be shipped in 2017.



History photo

Koenigsegg recently enjoyed a rare opportunity for a family reunion of all nine models

We have several historical models stored at the factory at any given time. These cars, along with others owned by customers nearby, were gathered together in September 2015 for a film and photo shoot.

There were several stars on show, including the new Regera and the record-setting chassis #086 Agera R and #106 One:1. But perhaps the biggest smile came when the original CC prototype arrived at our factory in Ängelholm. This car is owned by and on display at the Motala Motor Museum, 250km south-west of Stockholm.

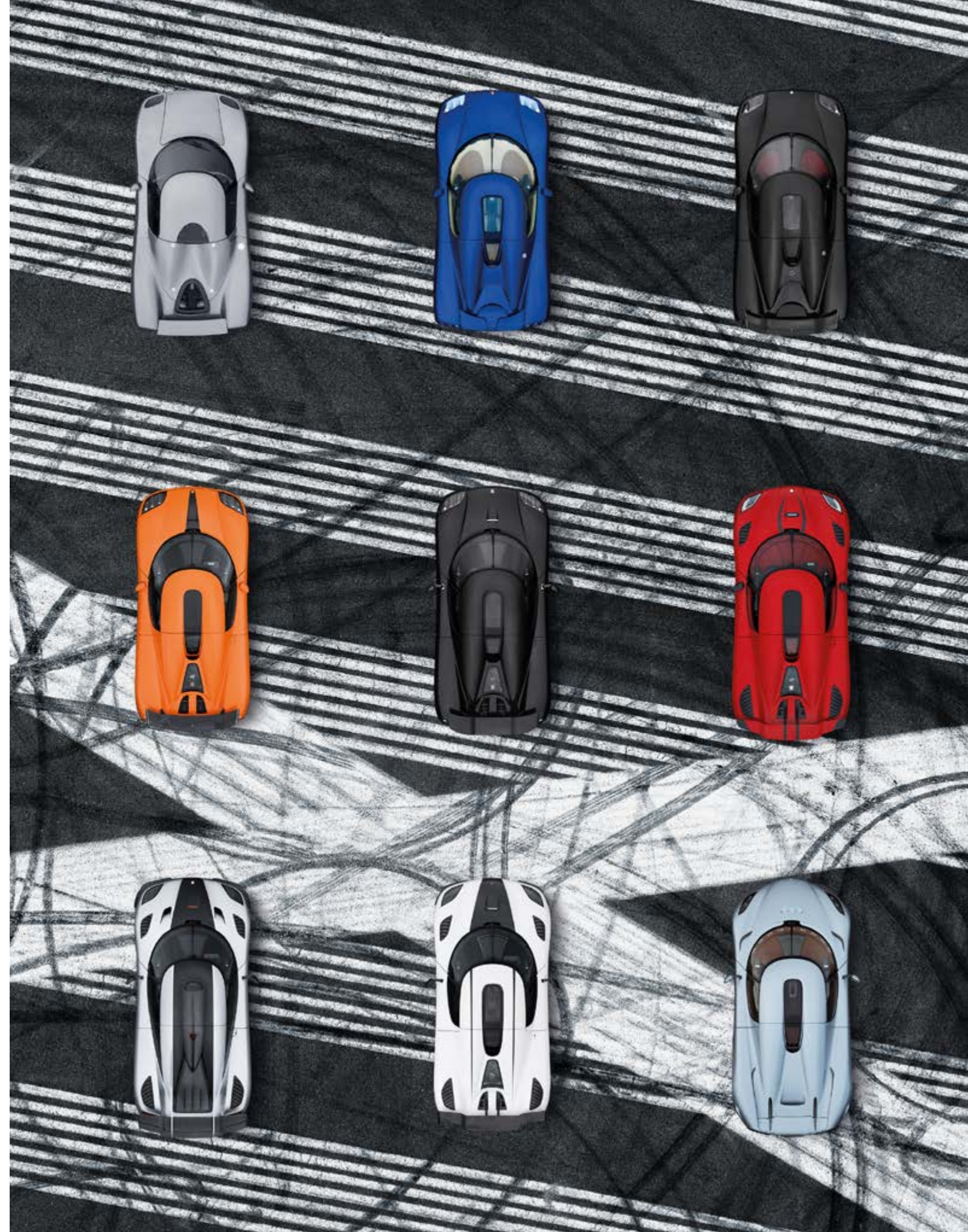
The prototype was first unveiled at a track meeting at Anderstorp in 1996. It was driven at that event by Swedish racing driver Rickard Rydell. As so much care, attention and investment went into the chassis of the car, it made an immediate impression on Rydell and any motoring press who followed up the whispers they were hearing about this small supercar company from Sweden.

The prototype was initially painted silver and interestingly, it actually had regular doors in the first instance.

An early version of Koenigsegg's unique dihedral synchro-helix door mechanism was added later and that process involved some light butchering of the body panels, so the car was then re-painted in black.

The black finish looked amazing but proved too hard to maintain for a car that was being used so frequently. A decision was taken to repaint the car orange. Sadly, the arrangements were made over the phone and misinterpreted, which resulted in the purple-ish shade of metallic brown you see today.

The prototype is powered by an unmodified Audi V8 engine from the era, with a straight-pipe exhaust. Though it had been standing in the museum for over a decade, a little time in our factory workshop saw the engine fire up again and the grin on Christian von Koenigsegg's face as he saw his original prototype come to life was something to behold.





Regera production specification

The Koenigsegg Regera signals a new era in Megacar performance

The Koenigsegg Regera was introduced in concept form at the 2015 Geneva Auto Show to a rousing reception. Numerous customer orders were received during the show and have continued at a steady pace as the wider Koenigsegg family learns about the all-new philosophy and technology behind the Regera.

The 12 months since Geneva 2015 has seen the Regera evolve from a promising concept into an astounding reality, with the car put through an intense period of development, testing and homologation for worldwide sale.

New Solutions from In-house Research

Although small, Koenigsegg has always been a remarkably self-sufficient vehicle producer focused on in-house solutions developed at the Koenigsegg facility in Ängelholm, or in direct collaboration with our exclusive suppliers.

The hydraulic coupling used in the Regera was designed and developed completely in-house. The unit can provide slip with very limited heat build-up while maximizing torque conversion and lock-up functionality. It is light, strong and efficient, weighing no more than the lightweight dry clutch in the Agera. It also looks like a piece of artisan jewelry.

The battery pack used in the production Regera use F1 grade hand built cells, giving improved performance and regen capability whilst saving 25kg in weight compared to the battery in the first concept vehicle.

These solutions, along with a new high voltage DC charger, smaller 800V compressor and a new super-compact and lightweight 800V DC/DC converter all mean that the production version of the Regera is actually lighter than the prototype it is based on, which is highly unusual when progressing to production-ready materials.

Regera



Koenigsegg Direct Drive

The patent-pending Koenigsegg Direct Drive system was the biggest challenge in the Regera development process, but it has also provided the biggest rewards. This is brand new technology that eliminates the traditional gearbox and the weight, complexity and mechanical losses that come with it. The end result is seamless, effortless driving that features direct, blistering acceleration that is unlike any other car.

A number of enhancements have been made to elements of the Direct Drive system throughout the development process, making the Regera even more revolutionary than first envisioned.

Koenigsegg has developed a clutch-slip mechanism that uses the hydraulic coupling to convert torque at medium/high speeds during fast acceleration. This allows the combustion engine to gain revs and power, thereby giving the sensation of a traditional downshift with the associated aural enjoyment, even without the traditional gearbox.

Shift paddles remain on either side of the steering wheel. The left paddle is used to enhance the regenerative braking effect in recharging the battery pack. The right paddle is used to activate the hydraulic coupling's 'downshift' operation.

Comfort, Convenience and Technology

The interior of the Regera features optimum comfort and functionality.

Koenigsegg's unique 'Autoskin' function allows the driver to open the doors and front and rear hoods remotely using a lightweight hydraulic system. Buttons for operation of 'Autoskin' are available both on the driver's remote control key and via the infotainment panel inside the car.

Additional compartments have been fitted in front of the driver and passenger, where personal items such as phones, wallets, etc can be stored.

The wing mirrors now auto fold when the doors open to further increase the practicality of the dihedral synchrohelix door actuation system. Furthermore, as the Autoskin function allows for the doors to open automatically, we have fitted the doors and wing mirrors with proximity sensors in order to safeguard against the doors striking anything (curb, low roof, etc) whilst opening or closing.



Regera production specification



Photo James Holm



Photo Jo Kingman

To complement the rear camera and the side door cameras, there is also the option of a forward facing camera that works together with the other cameras in the car to enable a birds-eye view of the of the car while parking or maneuvering in confined areas.

As Apple CarPlay now comes with Wi-Fi functionality, there is no longer the need connect a phone via USB to run CarPlay. Koenigsegg has installed inductive charging for phones into the Regera. This helps to provide seamless integration between an owner's device and the car, and overcomes the increased phone battery depletion that may occur when Carplay is in use with an unplugged phone.

Extreme Battery Technology

Koenigsegg has worked extremely hard to find the best performing, and safest battery possible for the Regera. This research and testing has resulted in an 800 volt battery solution, making the Regera the world's first 800V production car.

This extreme battery technology will now provide an amazing 525kW of discharge and up to 200kW of recharge, and all this from a smaller, lighter battery pack. These extraordinary capacity rates outpace typical road-based electric vehicles by a factor of 10 or more. In fact, the only batteries in any form of automotive use that provide comparative performance for their size are those found in Formula 1 race cars.

The Koenigsegg Regera battery pack also boasts the highest cooling capacity of any battery in automotive use today. All electric vehicle manufacturers use coolant piped around the battery pack to draw heat from the batteries. There is always an area that traditional cooling pipes cannot reach, however. The Regera battery pack is housed in a sealed unit featuring optimized local coolant flooding across all critical heat sensitive elements. Every critical surface within and around the battery stack can be cooled as efficiently as possible.

Conclusion

Koenigsegg's vision has always been to find the best possible solution to a given challenge. Our enduring goal is maximum performance, the pursuit of automotive perfection. As such, all new technologies developed by Koenigsegg have integrated seamlessly into the Regera project to enhance the total experience and give our customers the best luxury performance car available for sale in the world today.

The Regera is the latest embodiment of that vision and yet another Megacar from Koenigsegg. We are very much looking forward to sharing the Regera experience with the world over the coming months as we commence the build of customer cars in immediate future and deliveries at the end of 2016.



Regera specification

Aerodynamics
Foldable active rear wing (top mounted)
Active independent front flaps
Active ride height front and rear
Active damping
Total down force at 250 km/h 450Kg

Dimensions
Total length: 4560 mm
Total width: 2050 mm
Total height: 1110 mm
Low speed ground clearance: 105 mm
Track mode ground clearance: 85 mm
Front lifting system activated: 150 mm
Wheelbase: 2662 mm
Fuel capacity: 82 litres
Luggage compartment: 150 litres
Dry weight 1420kg (curb weight 1628 kg)

Chassis
Carbon fiber with aluminum honeycomb, with centrally integrated fuel tank and battery storage
Monocoque torsional rigidity: 65,000 Nm/degree
Weight including tanks: 75 kg

Electronically adjustable ride height, fully independent per wheel
Fully machined aircraft aluminum uprights, with SKF LeMans specification
150mm angle contact ball bearings
GKN hollow/gun-drilled drive shafts, Koenigsegg Z-style progressive and lightweight anti-roll bars front and rear

Combustion Engine - ICE
Koenigsegg twin turbo aluminum 5,0L V8, 4 valves per cylinder, double overhead camshafts
Compression: 9.3:1
Bore: 92 mm Stroke: 95.25 mm
Twin ceramic ball bearing turbo chargers with Koenigsegg patented backpressure reduction system, 1.4 bar boost pressure
Active hydraulic engine mounts
Dry sump lubrication
Carbon fiber intake manifold with optimized intake tracts
Total engine weight: 189 kg

Power output – Premium gasoline – 820kW (1100Hp) at 7800 rpm – redline at 8250 rpm
Torque: 1000 Nm from 2700 to 6170 rpm
Max torque – 1280 Nm at 4100 rpm

Electric Drive
870 Nm and 525 kW (700Hp) with torque fill and torque vectoring functionality

800V 4.50 kWh liquid cooled battery pack, total weight 90 kg

Charging
All batteries are charged from the combustion engine or through an off-board DC charger at the center rear of the car (behind number plate)

Total Propulsion – ICE + ED
1,11 MW/1500 hp - 2000 Nm

Propulsion Management
Koenigsegg Engine Control Module (K-ECM) with full OBD II for both ICE and ED

Transmission
Koenigsegg Direct Drive (KDD)

Brakes
Front: Ventilated ceramic discs Ø397 mm, 40 mm wide 6-piston
Rear: Ventilated ceramic discs Ø380 mm, 34 mm wide 4-piston
Koenigsegg calipers with ceramic pistons
Power-assisted
Electric hand brake

Traction control
3 settings Wet – Normal – Track

Electronic Stability System
Koenigsegg Electronic Stability Control (KES) with 3 settings
Wet – Normal – Track

Wheels
Super light 11 Spoke forged aluminum rims.
Optional: Koenigsegg 2nd generation Aircore™ Superlight carbon fiber wheels with centre locking
Front: 19" x 9.75"
Rear: 20" x 12.5"

Tires
Dedicated Michelin Supersport Unidirectional with asymmetric thread pattern
Front: 275/35 – 19" (Y)
Rear: 345/30 – 20" (Y)
Optional dedicated Michelin Cup2 tires

Body
Two-door, two seater with removable structural hardtop stowable under the front hood
Body made from pre-impregnated carbon fiber/kevlar and lightweight sandwich reinforcements

Equipment
Smart airbags, detachable storable hardtop with lightweight roof, power windows, robotized and soft closing hoods and doors. Adjustable pedals and steering column, leather interior with Regera style stitching, electronically 6-way adjustable carbon sport seats with memory, carbon ceramic brakes with Sport ABS, KES (stability), Active Chassis with hydraulic lifting system, LifePo4 battery, MP3 player, Apple CarPlay, USB connection, climate control, digital warning and info system, G sensor, alarm, tyre monitoring system, leather carpets, roof storage bag, car cover, electric handbrake, power folding wing mirrors, Titanium exhaust system.

Specification subject to change.



Koenigsegg at Monterey Car Week

Sweet memories from
northern California

Monterey Car Week is now the must-see automotive event for high-end and collector cars on the USA automotive calendar. This magical piece of paradise on the US west coast provides a perfect backdrop for some of the world's most beautiful cars, both old and new.

Koenigsegg was present at three marquee events during Monterey Car Week.

Gordon McCall's Motorsport Revival is held at the Monterey Jet Centre and combines beautiful cars with contemporary and classic aviation. Think of it as a super-cool cocktail party to kick off Monterey Car Week. The sun was setting and the guests were happy as the Koenigsegg One:1 made its US debut. Perfection.

The Quail - A Motorsport Gathering is one of the signature events of the week, giving visitors the chance to view both classic and contemporary vehicles in a beautiful setting on the lawns of the Quail Lodge and Golf Club.

The Koenigsegg stand was in a perfect spot: halfway through the show area and under the welcome shade of some beautiful, big trees. It was a hot, sunny day so a stop at our stand provided some welcome relief for many. Staff members from Koenigsegg welcomed a steady stream of visitors to the stand all day, answering questions about the company and about the One:1 on display.



Photo Steven Wade

Maybe the most important visitor was the One:1's new owner, who saw his car complete for the first time and took possession shortly after Monterey Car Week.

Jay Leno was also at 'The Quail' and we had the good fortune to have him visit and record a new video about the One:1 with Christian, live from the Koenigsegg stand.

Monterey Motorsports Reunion is an all-week event at Mazda Laguna Seca Raceway. The Koenigsegg One:1 was on display at the Michelin stand for two days of this event. The highlight of our Laguna Seca

visit happened the night before the car was set up on the Michelin stand, however.

Immediately after The Quail event, the One:1 was loaded on to a trailer and driven in the failing light to Laguna Seca Raceway. We were given permission for a short stint on the circuit for a photo shoot. We enlisted the help of freelance photographer Julia LaPalme and she did some wonderful work capturing the One:1 on this iconic racetrack. We didn't get to take the car on the track at speed, of course, but simply having this car sit atop Laguna Seca's famous Corkscrew was a sight to behold.



Photo Steven Wade



Koenigsegg at Monterey Car Week

Photo Julia LaPalme



Photo Julia LaPalme



Photo Julia LaPalme



A record year... (again)

A Koenigsegg is not intended to be just a rolling work of art. At its core, a Koenigsegg is focused on one thing: supreme performance.

Proving that performance is of the utmost importance. It tells our customers – and the world – that Koenigsegg is a manufacturer of premium performance cars and that we accept nothing but the best.

2015 was the year of the Koenigsegg One:1. Our factory test car was seen at venues around the world and we established three prominent records along the way.

Suzuka Circuit

The One:1 visited Suzuka Circuit as part of the Sound of Engines festival, celebrating Suzuka’s role as the hub of Japanese motorsport.

With Koenigsegg test driver Robert Serwanski at the wheel, and with a passenger along for the ride, the One:1 stopped the timer at 2:17:57. This is nearly a full second faster than any previous known lap times by a road-legal car.

Robert’s thoughts on the lap - “The car performed extremely well but there’s no doubt that with more time invested in getting to know the track and the optimal setup, it could go much faster.”

Circuit de Spa Francorchamps

Koenigsegg visited the famous ‘Spa’ circuit twice in 2015, setting new records on both occasions. The visit in June, again with a passenger in the car, saw a lap time of 2:33:26 recorded on our data logging equipment, some five seconds ahead of

any previously known lap times by a production vehicle.

We made a marginal improvement on this time during a return trip in July, recording 2:32:14 in practice. Sadly, our attempts to go below 2.30:00, which we firmly believe the car is capable of doing, were thwarted by local noise restrictions in place on the day.

0-300-0 km/h

This is an extreme test of both acceleration and braking. Accelerate as fast as possible to 300 km/h, then brake as quickly as possible from 300 back to zero.

Koenigsegg set a record for this run in 2011 with the Agera R. That time was 21.19 seconds and it was considered to be untouchable at the time.

The Koenigsegg One:1 beat that record by more than three full seconds, recording a time of just 17.95 seconds. A truly amazing feat.

AutoBild Sportscars Of The Year 2015

Readers of Germany’s most prominent magazine AutoBild voted the Koenigsegg One:1 their 2015 Sportscar of the Year. Prestigious competitors as Porsche, Ferrari and Lamborghini were beaten and the award was received on Koenigsegg’s behalf by Markus Esser, CEO of PACE Germany, our local Koenigsegg dealer in the region.

A record year... (again)



Photo Maurice Volmeyer



Photo Oskar Bakke

Formula 1 drivers fire up Koenigsegg engines

It was a pleasure for us to see two F1 drivers enjoying some time behind the wheel of Koenigsegg cars in 2015

Racing is very close to Koenigsegg's heart – the dimensions of our cars were originally set up to allow racing in the now defunct GT1 class with minimal modifications. So it was a pleasure to see not one, but two, Formula 1 drivers enjoying some time behind the wheel of a Koenigsegg car in 2015.

Sutil at Spa

Adrian Sutil has spent 8-seasons in motorsport's highest class and as a Koenigsegg owner of several years standing, is part of the wider Koenigsegg family. Adrian was on-hand at the Circuit de Spa-Francorchamps during Koenigsegg's visits to the track with the One:1 in June and July 2015. Spa is almost like a home track for Adrian and he was able to give several prospective customers the ultimate Spa experience with some fast laps around the track.

Adrian also helped our factory test driver, Robert Serwanski, who drove Spa for the first time this year. Adrian's advice as to how best to tackle the track was invaluable in helping us set a new production car lap record during our time there.



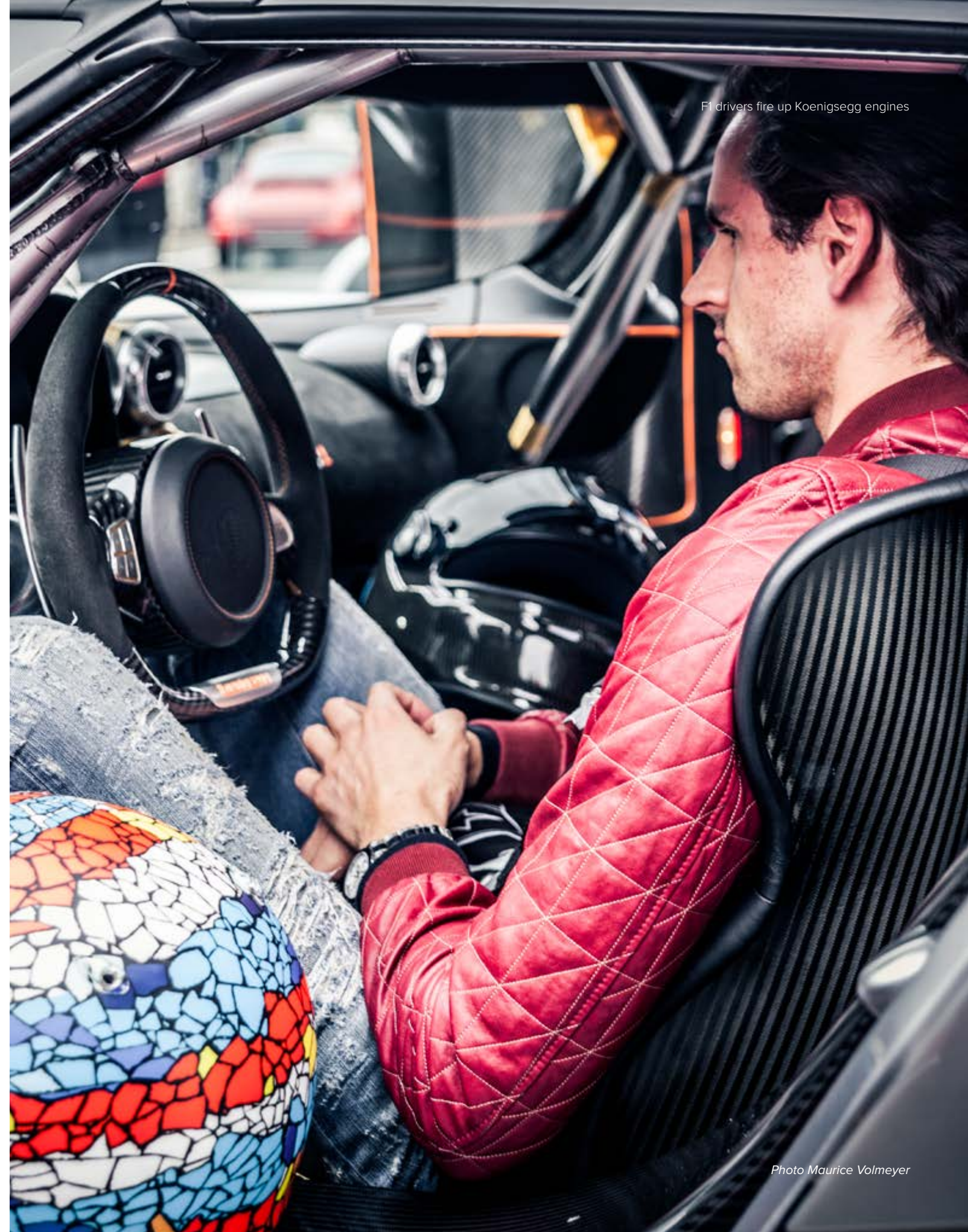
Hamilton's Gumball Run

The 2015 Gumball 3000 rally saw participants travel 3000 miles from Stockholm to Las Vegas. Koenigsegg had a presence in both the beginning and the end of the event.

Gumballers took off from Oslo and called in to Koenigsegg's HQ in Ångelholm on day 2 of the 2015 rally, on their way to the night's Gumball party in Copenhagen. Gumball fans typically line the route and once word got out that cars would be making a stop at Koenigsegg, the factory grounds filled up very quickly.

The final leg of the rally between Los Angeles and Las Vegas saw the Koenigsegg Agera HH included in the event, with none other than three-time FIA Formula 1 World Champion, Lewis Hamilton, behind the wheel. The car is owned privately in the US but was made available specifically for this leg of the Gumball 3000 event.

Lewis has contractual obligations with another manufacturer, of course, but we're going to keep an order form with his name on it for the future. Just in case.



F1 drivers fire up Koenigsegg engines

F1 drivers fire up Koenigsegg engines



Photo Julia LaPalme



F1 drivers fire up Koenigsegg engines



Photo Julia LaPalme

Building the Koenigsegg of the future

In fast moving times, the only constant is change. So it has been for Koenigsegg in 2015.

We are on a constant quest to build the best performance car that money can buy. It's a quest that resonates well with our customers. Demand for our cars has risen exponentially in the last year and with that has come the need to think hard about the vision for Koenigsegg in the future.

There are long term answers to that question that will become evident as time marches on. In 2015, however, it meant expansion, reinvention and renovation.

Our most important form of expansion is the introduction of the Regera, a Megacar with an all-new petrol/electric powertrain and no traditional gearbox. Building the Regera means that for the first time in the company's history, Koenigsegg has two distinct models for sale and, again, for the first time, those two models will be built together on the Koenigsegg production line.

The expansion in our product line meant other forms of expansion were also needed. At the beginning of 2015, Koenigsegg had just over 50 employees. Now, at the beginning of 2016, that number has doubled with further additions in the pipeline as the company plans to bring some previously outsourced supply lines in-house. Engineers, production staff, sales and marketing areas have all been boosted to cope with the predicted increase in demand.

They are all needed, too. The success of the Agera RS program (25 cars pre-sold in just 10 months) and the addition of the Regera (80 cars to be built with a solid order book at launch) means that even with an increase in production output, the Koenigsegg factory is booked solid for the next two years.

All of those additional bodies need somewhere to work, which has meant some reinvention and renovation within both the factory and the offices in Ångelholm.



Building the Koenigsegg of the future



Photo Ola Billmont



Fotograf Anders Sällström

Building the Koenigsegg of the future

The company offices underwent a full renovation in the first half of 2016. The end result of this building program means more useable space, a new showroom, more offices, better dining facilities for staff, a bigger boardroom and the addition of a weather-proof tunnel between the office and factory structures.

This renovation was completed with welcome assistance from Lindelöfs, a Stockholm based interior company with long and valuable knowledge from corporate interiors. Thanks to the partnership with

Lindelöfs with their outstanding network we could design our own Koenigsegg space.

Prototype department

Inside the factory, the former showroom area has been converted into a new prototype workshop. Vehicle development is a constant process at Koenigsegg and the addition of a large, dedicated prototype workshop is a welcome development.

This area will be the beating heart of innovation within the company for many years to come.



Photo for Vålinge Innovation

Koenigsegg Gear



Koenigsegg jacket



One:1 in 1:18



Agera HH in 1:18



Ghost hoodie



Agera RS in 1:18



Kids ghost hoodie



Polo



Koenigsegg coffee table book



Agera keyring



Photo Lisa Johansson





Koenigsegg