

Koenigsegg

Magazine March 2015

Regera
Agera RS

Direct Drive
Spirit of Performance®
All Koenigsegg models

Certified Legends
Aerodynamics

Koenigsegg Gear

Everything serves a functional purpose, there is no distracting visual drama.
At Koenigsegg this is the **essence of beauty**.

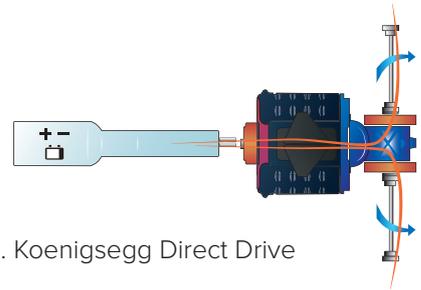
Covered in the magazine



6. Christian von Koenigsegg

Regera

8. Regera



12. Koenigsegg Direct Drive

34. Koenigsegg car models



38. History

Koenigsegg

20. Agera RS



42. Koenigsegg Gear



40. Aerodynamics



28. Spirit of Performance™



36. Certified Legends

Christian von Koenigsegg



Christian von Koenigsegg



Koenigsegg might be a car manufacturer but to me it's so much more. I pretty much dedicated all my life to this passion.

It's not just another car, it's a challenge, an adventure and it's my dream.

The whole company and all employees are like my family, together with my wife and kids. And I think we all share the same view - it's a devoted passion!

I founded Koenigsegg 21 years ago, and I'm convinced that what we

have created is truly unique. The spirit between our walls is filled with energy and the will to reach ultimate performance while breaking barriers is tremendous.

Compromise is avoided at all cost, and only the best is accepted. We all share the same curiosity - how far can we go? How much performance can we add? How extreme can we be? Where are the next limits we can exceed?

We're all excited about tomorrow and what the future will bring. 🚀

Christian von Koenigsegg

Regera



Regera

Regera - a machine of performance and luxury, while maintaining the understated Scandinavian cool

The Regera - a new Era

The Regera was created as a luxury Megacar alternative to Koenigsegg's traditional extreme lightweight race-like road cars. Even though the One:1 and the Agera RS have surprising levels of practicality, creature comforts and features, their primary focus is, and has always been, to be the overall fastest cars on the planet – around a racetrack or elsewhere.

Regera is Swedish for "to Reign" - a suitable name for a machine that offers a never seen before combination of power, responsiveness and luxury - creating a true Dr. Jekyll & Mr. Hyde persona.

In spite of all its advanced technology and creature comforts, the Regera is comparatively light. Therefore it can still perform competitively around a race circuit.

According to us, the only Hyper/Megacar that could be faster around a circuit, is another Koenigsegg. However, out in the open the Regera will reign as the king of the road, as the fastest accelerating, most powerful production car ever.

The Regera will be handcrafted in only 80 examples. Apart from being a suitable production run for Koenigsegg's newly upgraded and refurbished production facility, the number 80 also symbolizes the principle of domination, control and achievement in Pythagorean Numerology.

With the introduction of the Regera, Koenigsegg will, for the first time ever, have two parallel models in production.



Regera

The interior features; added insulation, 6 way electrically adjustable memory foam seats. A Koenigsegg 9" infotainment system, 3G and Wi-Fi connectivity, front, inner and rear camera system with recording capability, Apple CarPlay, supreme sound system,

ambient lighting and many other great new features. The Regera also comes with front and rear parking sensors and remote diagnostic and firmware update capability.



Koenigsegg Direct Drive

As many of you have heard, Christian is not a fan of hybrids, as they are generally compromised when it comes to weight, complexity, cost, packaging and efficiency.

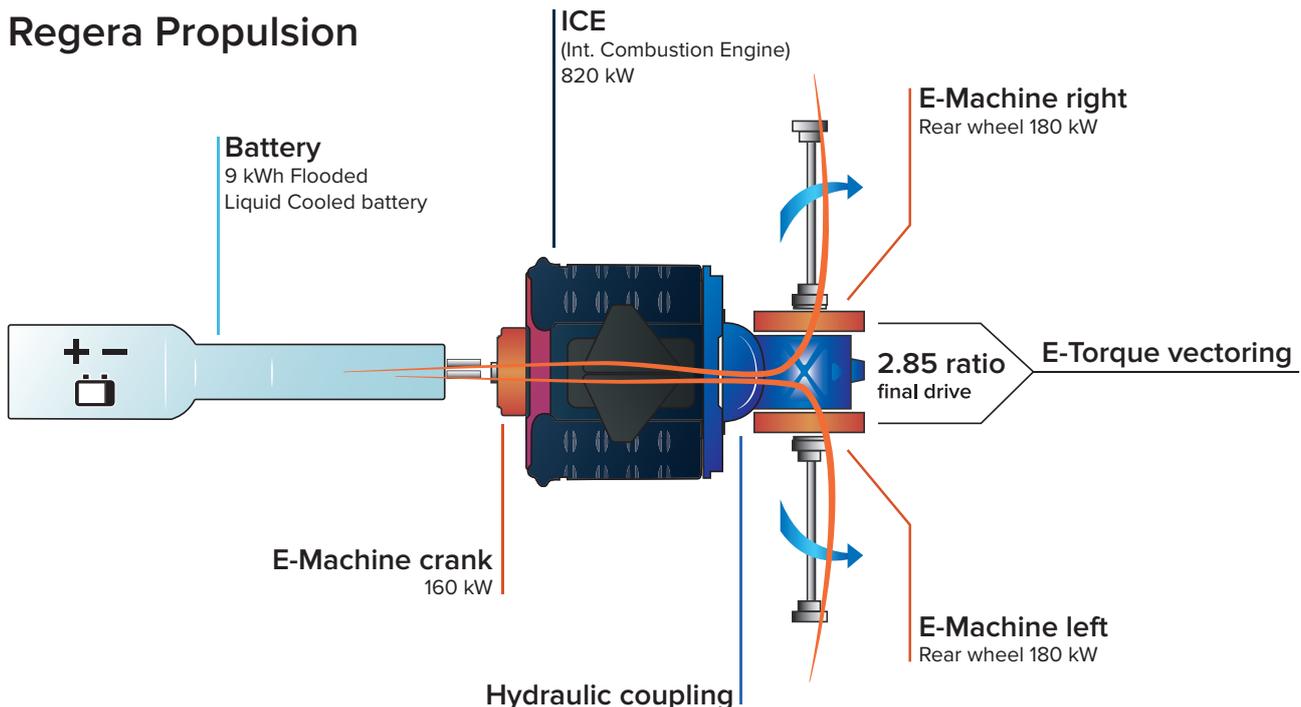
Given this, the Regera is not what we at Koenigsegg would call a hybrid, as it does not have the traditional shortcomings of a hybrid. Instead the Regera is a new breed of Koenigsegg - and car for that matter.

Traditional, so called parallel, hybrids are compromised and heavy, as they have two independent propu-

ulsion systems. Alternatively, series hybrids are less compromised when it comes to weight, complexity and costs, but instead they are compromised when it comes to efficiency, as there is too much energy conversion going on.

This brings us to the Koenigsegg Direct Drive Transmission or KDD for short - invented by Christian von Koenigsegg and developed for the Regera by the Koenigsegg Advanced Engineering team.

Regera Propulsion



The patent pending KDD system replaces the combustion engines traditional transmission and gives the added benefit of pure EV mode. What is unique is that the KDD manages to create direct drive to rear axle from the combustion engine without the need of multitude gears or other traditional types of variable transmissions, with inherently high energy losses.

During highway travel, for example, the KDD reduces drivetrain losses, compared to traditional transmission or CVT by over 50%, as there is no step up or step down gear working in series with the final drive - just direct power transmission from the engine to the wheels.

To supplement the energy from the combustion engine and to allow for torque vectoring, regenerative braking, extreme drivers response, reverse and energy conversion, there are three YASA developed electric motors. YASA's axial flux motors are extremely power dense and allow for direct drive, making them a key-ingredient for the KDD. One YASA for each rear wheel, giving direct drive - this time electric - and one on the crankshaft, giving torque-fill, electrical generation and starter motor functionality.

The three electric motors constitute the most powerful electrical motor set-up in production car history, replacing the gears of a normal transmission while adding; power, torque, torque vectoring and yet still able to remove weight.

The battery pack and PDU for the KDD were developed and manufactured together with Electric Supercar virtuoso Mate Rimac and his engineering team. The 620 V battery pack is of the latest fully flooded type and is the most power-dense battery pack ever created for a road going car with 9,27 kWh of energy, 67 liters of volume, and 115kg of weight. Still, a full 500 kW can momentarily be drawn during

acceleration and over 150 kW can be absorbed by the battery-pack during regenerative braking and ICE power generation mode.

Every cell of the pack is carefully monitored for voltage, state of charge, health and temperature. The cells are enclosed in a fully machined aluminum casing for safety and stability. The battery is located in the most protected area of the car - the carbon-aramid chassis tunnel. The whole battery pack is actively cooled by external radiators and the Regera's all new electrical air-conditioning system, which also can pre-cool the car via the Koenigsegg app on a warm day.

The complete KDD system, including the battery, adds a mere 88kg to the Regera's weight, compared to what the Regera would have weighed with a traditional ICE, coupled to a 7 speed DCT transmission, instead of the KDD. Presently no other hybrid Hypercar even comes close to this type of weight ratio for their electrification. This is interesting, as they all have smaller battery capacity and less electric power than the Regera.

To put it into perspective, the Regera has almost triple as many electric Bhp (700 Bhp) and over 300 Bhp more than its closest hybrid rival. Still the Regera manages to be very competitive weight wise, while including unusual features such as a six way adjustable electrical seat and a fully robotized body work. This is no small feature and it is a testament to the meticulous nature of the Koenigsegg engineering team.

The combination of electrical and combustion power is just mind boggling. When you get up to speed, the system really comes into play - How about 3.2 seconds between 150 to 250 km/h and under 20 seconds from 0 to 400 km/h?

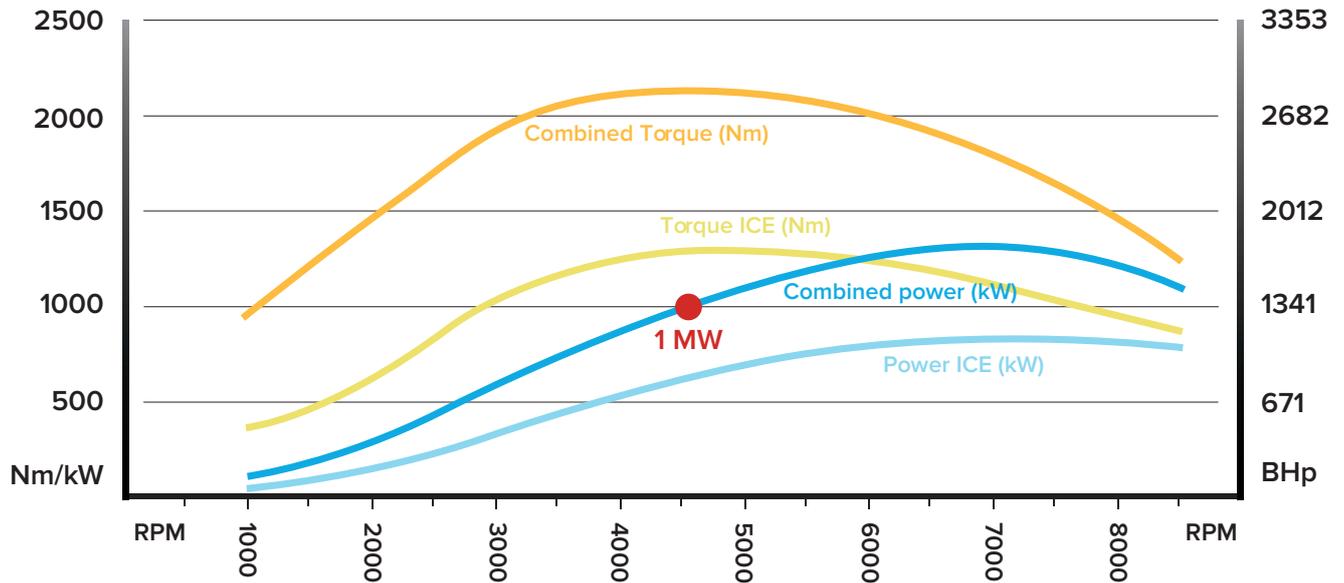
Powertrain stats

- 1100 Hp of combustion engine power on 91 octane DIN or 95 octane RON (a bit more on E85)
- 1250 Nm of combustion engine torque
- 700 Hp of electric propulsion
- 900 Nm of electric torque
- 9.27 kWh 620 Volt, flooded liquid cooled battery pack

Combined numbers

- Over 1500 BHp or 1.11 MW
- Over 2000 Nm of torque
- Dry weight 1420 kg
- 1628 kg curb weight (including all liquids and full fuel tank)

Here is the amazing Regera Power Diagram



On top of this, the Regera has over 300 more combustion engine horsepower compared to the closest hybrid rival. The combination of electrical and combustion power is just mind boggling.

All this power is actually needed to get off the starting line quick enough, in order to stay up with the competition, as the Regera has a fixed gear ratio. Simply put, there are no extra gears to multiply power in order to fulfill low vehicle speed torque needs.

In order to stay competitive in standing start accelerations, the immense power level of the Regera compensates for the lack of power multiplication, therefore the KDD system manages to give the Regera the fastest accelerating rear wheel drive performance of any production car, with a 0 - 100km/h time of around 2.8 seconds.

The Regera actually stays on its tires slip limit from 0-270 km/h during full acceleration in dry conditions...

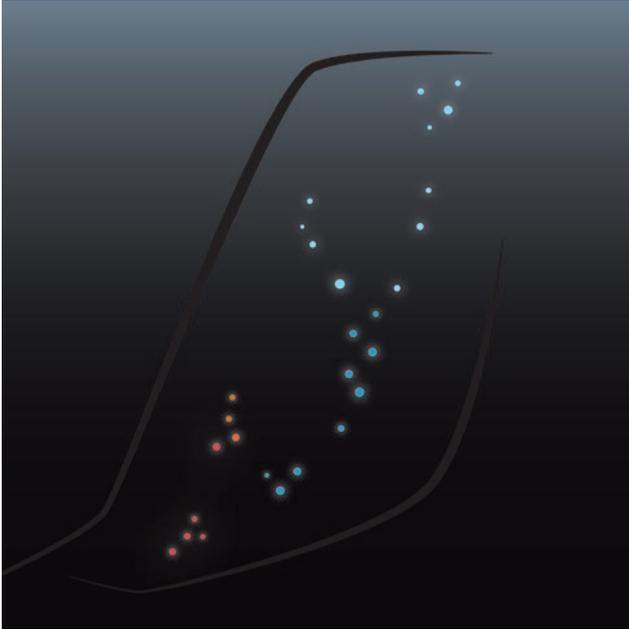
Think about it... This is truly unheard of and game changing.

Another first, for a non-serial hybrid, is the fact that there is no reverse gear. Reverse is electric, thereby further reducing component count and weight. Just like an EV.

The emission numbers look just as amazing. Given that the Regera can run in pure electric mode up to 35 km in city driving and that the famous and unprecedented Koenigsegg combustion engine happily runs on E85, the overall CO₂ output per km can be as low as 32 grams, based on a simulated NEDC test cycle.



Regera



Constellation DRL

A good design and layout of the DRL (Daylight Running Lights) gives character, as the DRL is what's first seen when a car comes driving from a distance.

We wanted the Regera to stand out and clearly be recognized also from a far, so we came up with a novel idea that we call – Constellation DRL.

To get a constellation of stars effect, we scattered the LED's, which make

up the DRL, around the lamp cluster, giving the effect of star constellations on a night sky made up of polished carbon fiber.

A side effect is that the LED's make the whole lamp cluster glitter and shine, as if there were diamonds thrown into them. That's what we call - Koenigsegg cool.

The heart of the matter

The heart and soul of every Koenigsegg is its Internal Combustion Engine – the ICE. The ICE of the Regera follows the path of its siblings, based on the proven and extremely reliable Koenigsegg dry sumped twin turbo, DOHC, 5.0 liter V8.

As before, the Koenigsegg V8 is the most downsized homologated production ICE in the world, with 220 Hp per liter engine (using regular pump gas). The compactness of the engine makes the Regera nimble, efficient and lightweight.

The difference to the Agera engine is that, given the electric propulsion of the Direct Drive system, we did not have to go as extreme on ICE power, as the combined output is way over 1500 Hp and over 2000

Nm torque, anyway. Given this we could install even smaller, faster spooling turbos on the Regera, further enhancing the ICE drivability and response.

A new level of luxury

The Direct Drive transmission of the Regera is capable of delivering never before experienced blistering response and performance and at the same time able to deliver one of the smoothest and most soothing driving experiences. Given this high level of bi-polar characteristics, the rest of the car had to be up to the task of delivering blistering, lightweight performance at new levels of soothing luxury.

Regera

Therefore Koenigsegg developed a completely new rear sub frame and rear structure that allows the engine and transmission to rest on active soft mounts. When driving in normal conditions the mounts stay soft and isolate engine noise and vibrations. When driving spirited, the mounts firm up to solidify the car and give greater response. The shock absorbers are

active in height and stiffness – again allowing for the bi-polar behaviour.

Furthermore, the Regera can be driven in absolute silence, as it is possible to go into full EV mode for shorter periods of time.

The world's first fully foldable, active, top mounted rear wing

The Koenigsegg One:1 featured the world's first top mounted active rear wing. This was an innovative solution that maximized down force compared to its size and weight.

The Regera, being more luxury oriented, has taken this solution to the next level, allowing the wing also to fully fold down into the body work enhancing the cars elegance while parking and reducing drag while cruising. The wing's active foldable mechanism, is

a lightweight work of carbon fiber art and the movement is truly mesmerizing.

The ICE of the Regera features a truly unique titanium fish tail exhaust system, envisioned by Christian von Koenigsegg and produced by Akrapovic. The fish tail exhaust layout enables the shortest most optimal routing, giving less weight and less back pressure. But most importantly a very unique and fantastic sound!



Regera

The first fully robotized car

Given the latest advances in compact lightweight hydraulics, Koenigsegg has managed to robotize the entire Regera with almost no weight addition. As the Regera features functions such as; active front and rear wings, chassis control and lifting system - the pumps and accumulators were already in place to connect a few more hydraulic operators. These in turn replaced gas struts of equal weight – resulting in minimal weight impact.

Due to the above, the Regera is the first car in the world that operates all body closures completely automatically. The spectacle to open and close the entire car simultaneously from the remote or

smartphone, truly turns the Regera into a transformer.

On top of this, all body closures have soft latching mechanisms, giving the Regera a sophisticated feel. The fully robotized body system, with soft latches adds a mere 5 kg, making full robotization a very desirable option.

Furthermore the wing mirrors are auto-folding while the doors open, giving added practicality and visual drama, as the Dihedral Synchro Helix Doors swing out and rotate 90 degrees to fully clear the door opening, without protruding more than the width of the door – making them highly ergonomic.



Regera

Plug-in capability

The Regera utilizes an EV plug in feature. Behind the robotized rear number plate nestles a type 2 mode 3 charging port. This means that the Direct Drive Battery can be charged either by the combustion engine or through the charging port. The plug-in solution enabled us to create a novel feature we call - Battery Drain Mode, or BDM for short. For example, when there is around 50 km range left to the desti-

nation or next charging point, a preset geo location or a push on the touchscreen will trigger the BDM. This means the car calculates the driving behaviour and makes sure the battery is fully drained upon arrival and is ready for a full charge. This drastically minimize fuel consumption and lower CO₂ emissions as the fuel consumed has been correctly optimized for the length of the journey.



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, dry sump lubrication
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

One 300Nm/160kW Crank mounted motor
Two 260Nm/180kW Driveshaft mounted motors (one per rear wheel)
Combined continuous electric propulsion 820Nm and 520kW
9.27 kWh liquid cooled battery pack.
50 km pure electric drive range on full charge (EU only)

Charging

All batteries are charged from the combustion engine or through Type 2 mode
3 charging at the center rear of the car (behind number plate)
3 kW onboard charger



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

Propulsion Management

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

Transmission

Koenigsegg Direct Drive (KDD)

Brakes

Front brakes - Ventilated ceramic discs
Ø397 mm, 40 mm wide 6-piston
Koenigsegg calipers with ceramic pistons
Rear brakes - Ventilated ceramic discs
Ø380 mm, 34 mm wide 4-piston
Koenigsegg calipers
Power-assisted

Traction Control

3 settings Wet – Normal – Track

Electronic Stability System

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

Wheels

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 foam, carbon ceramic brakes with Sport ABS, KES (stability), Active Chassis with hydraulic lifting system, Satnav, 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.



Agera **R2S**

The essence of Koenigsegg
taken to the next level



Agera RS

The Agera RS pushes the boundaries and takes the Agera to all new levels of performance. With focus on track aptitude, the RS utilizes advanced technology from the One:1 program while maintaining all the features and functionalities of previous S and R models, and beholds the Agera's everyday usability, luggage compartment, rear window and detachable and storable hardtop.

Examples of available RS enhancements are; advanced lightweight sound insulation, new track optimized front splitter, front winglets, side skirts, advanced dynamic underbody flap system and a dynamically active rear spoiler for added down force, which is now up to

450 kg at 250 km/h. The RS also features improved side air outlets behind the front wheels, increased power and raised rpm limit. Even with all the additional functionality and equipment, we have managed to lower the curb weight, compared to the R and S versions, using advanced chassis and body composites and lay-up.

On top of the standard equipment, the Agera RS also offers the option to choose Koenigsegg active and self-levelling chassis package, 3G connected Pre-Active chassis setups, alternative aero package, active sound cancellation and much more.



Agera RS

The engine - like the previous Agera S version - has been optimized for regular pump gas and now puts out an incredible 1160 Bhp on regular petrol.

Given the 5 liter engine volume, this gives an astonishing 232 Bhp per liter with perfect reliability. On certain markets the Agera RS can also be upgraded to run on E85 with flex fuel capabilities, for even higher power levels.

The Agera RS is the ultimate track tool, while still being able to be registered for road use worldwide, as it complies with the latest safety standards and other necessary homologation features.

The RS will be handcrafted in only 25 examples, with 10 pre-sold prior to the first showing.



Optional functionality for Agera RS

- Front hood vents for increased downforce
- One:1 inspired active front venturi flap system under splitter
- Active ride height and shock absorber system
- Integrated side winglets for reduced drag
- 1 MW E85 power upgrade
- Roof Scoop
- Interior options as anodizing, contrasting stitching and/or piping, pattern on floor mats / roof / back wall
- Lifestyle options such as Diamond encrusted key fob, sound system, parking sensors, rear view camera, front end stone chip protection film, luggage set, winter wheel package and aero carbon softline roof box

Agera RS





Agera **RS**

Agera RS specification

Aerodynamics

Active rear wing
Active independent front flaps
Frontal area: 1.873 m²
Total down force at 250km/h 485 Kg

Dimensions

Total length: 4293 mm
Total width: 2050 mm
Total height: 1120 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: 1295 kg (Curb weight: 1395 kg)

Chassis

Carbon fiber with aluminum honeycomb and integrated fuel tanks
Monocoque torsional rigidity: 65,000 Nm/degree
Weight: 70 kg (including tanks)
Front and rear suspension - double wishbones, carbon fiber rear upper wishbones, two-way electronically adjustable gas-hydraulic shock absorbers, and pushrod operated Triplex damper in the rear
Electronically adjustable ride height, fully independent per wheel

Engine

Koenigsegg twin turbo aluminum 5,0L V8, 4 valves per cylinder, double overhead camshafts, dry sump lubrication
Compression: 9.3:1
Bore: 92 mm Stroke: 95.25 mm
Sequential, multipoint fuel injection with dual knock sensors and back pressure sensors, closed loop wide band lambda control, twin ceramic ball bearing turbochargers with Koenigsegg patented

backpressure reduction system with variable turbo geometry. 1.3 bar (1.4 with E85) boost pressure
Dry sump lubrication. Carbon fiber intake manifold with optimised intake tracts
Tig-welded ceramic coated 0.8 mm wall thickness inconel exhaust system manifold with merge collector
Total engine weight: 189 kg
Power output - gasoline - 865 kW (1160Hp) at 7800 rpm - redline at 8250 rpm
Torque: 1000 Nm from 2700 to 6170 rpm
Max torque - 1280 Nm at 4100 rpm

Engine Management

Koenigsegg Engine Control Module and Flex fuel capacity (KECM)
High Power coil on plug ignition system

Transmission

7-speed paddle-shift with auto shift mode
Koenigsegg Electronic differential (KED)
Koenigsegg Gearbox Control Module (KGCM)

Steering

Rack and pinion hydro-electric power assisted steering.
2.7 turn lock-to-lock
Turning circle: 11 metres

Brakes

Front brakes - Ventilated ceramic discs Ø397 mm, 40 mm wide 6-piston Koenigsegg calipers
Rear brakes - Ventilated ceramic discs Ø380 mm, 34 mm wide 4-piston Koenigsegg calipers. Power-assisted

Traction Control

3 settings Wet – Normal – Track

Electronic Stability System

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

Wheels

Koenigsegg Aircore™ Super light hollow carbon fibre wheels with centre locking
Front: 19" x 9.5"
Rear: 20" x 12.5"

Tires

Dedicated Michelin Pilot Sport Cup2 (or optional Michelin Supersport for everyday use)
Unidirectional with asymmetric thread pattern
Front: 265/35 – 19" (Y)
Rear: 345/30 – 20" (Y)

Body

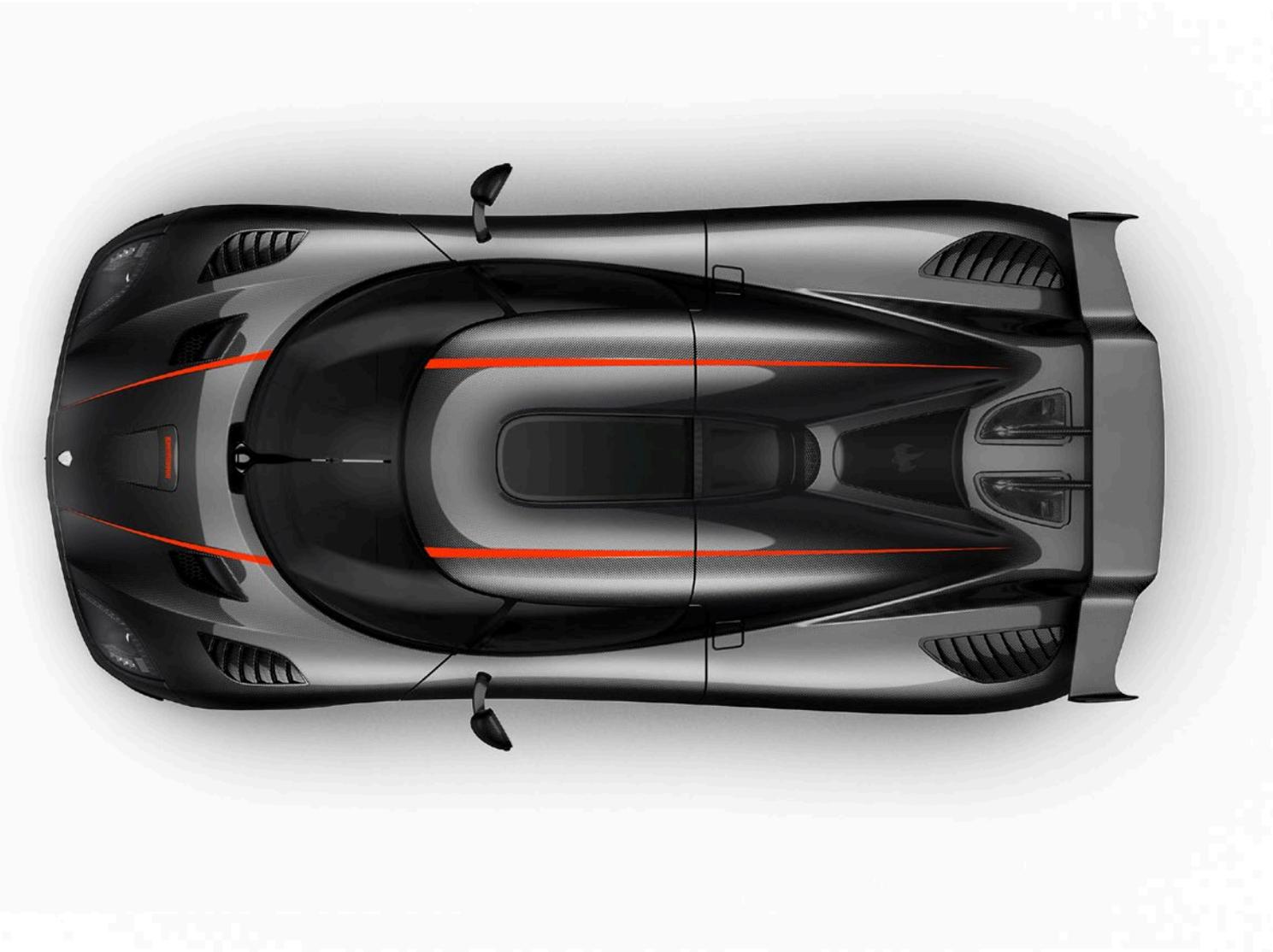
Two-door, two seater with removable hardtop
Body made from pre-impregnated carbon fiber/kevlar and lightweight sandwich reinforcements

Equipment

Dual airbags, detachable hardtop with lightweight roof, power windows, adjustable pedals and steering column, leather interior with Agera style stitching, bucket carbon sport seats with memory foam, carbon ceramic brakes with Sport ABS, KES (stability), front/rear hydraulic lifting system, power steering, power brakes, Satnav, LifePo4 battery, MP3 player, USB connection, climate control, digital warning and info system, G sensor, alarm, tire monitoring system, Koenigsegg shield alarm fob, leather carpets, roof storage bag, car cover, Koenigsegg car charger.

Specification subject to change.





Spirit of Performance™



Spirit of Performance™

Where no limits exist, entrepreneurship flourishes, and perfection becomes a goal in every detail

Emotional dreams and rational world class engineering

Sweden is a country blessed, and built, with world-class engineering. The country's fighter jets have always been at the forefront of technological development. Sweden's transport industry has long been synonymous with exceptional quality and safety, whether it be trucks, busses, passenger vehicles or even the many small, specialist engineering companies working with the tuning and building of world-class rally cars.

It was against this backdrop that a young Christian von Koenigsegg followed a dream and launched his own car company in 1994. His sole mission: to create the perfect Supercar.

Of course, this was at a time where the Supercar was considered to be somewhat of a dinosaur, a temperamental relic from a bygone era. The world was at the end of a recession that had hit the sports car industry hard.

To Christian, however, it was a calling. He cared little about the state of the global economy or the obstacle that it might represent in the minds of others. He was busy fulfilling a dream.

World record cars

Thanks to Christian's unique drive and vision, both his cars and company continue to move at record speed. In a relatively short period of time, Christian and his team have become experts in their field, challenging a decades-old supercar establishment.

As early as 2004 the Koenigsegg CC8S became a favourite of the most famous car critic in the world, Mr. Top Gear himself, Jeremy Clarkson. In 2005, the Koenigsegg CCR became the fastest production car in the world, beating the nine-year-old Guinness World Record set by the McLaren F1. In 2006, the Koenigsegg CCX took the Top Gear lap record with a time that wasn't beaten for over two years. And since then the records and awards have kept on coming in a steady state.



Spirit of Performance™





Koenigsegg crew

Today, Koenigsegg employs 62 full-time staff, plus consultants. Everyone works under Christian's direct guidance. Each and every Koenigsegg is created and meticulously assembled by a tight-knit group of automotive artisans to the highest possible standards, under Christian's watchful eye.

Christian and his car company have introduced and patented several new technologies over the years. Among them are the "rocket" catalytic converter, the supercharger response system and a variable geometry turbo system, to name but a few. Furthermore, several unique ways of using carbon fiber have been developed in-house, methods that make the car lighter, stronger and safer.

The Koenigsegg CCXR was the first 'green' Hypercar in the world, designed and calibrated to run on E85 and E100 biofuel, as well as normal gasoline.

No compromise

The Koenigsegg philosophy does not tolerate compromise. Rather, we work at innovation in order to avoid compromise. Nothing is impossible. This open-mindedness and dedication is what define Koenigsegg and its cars.



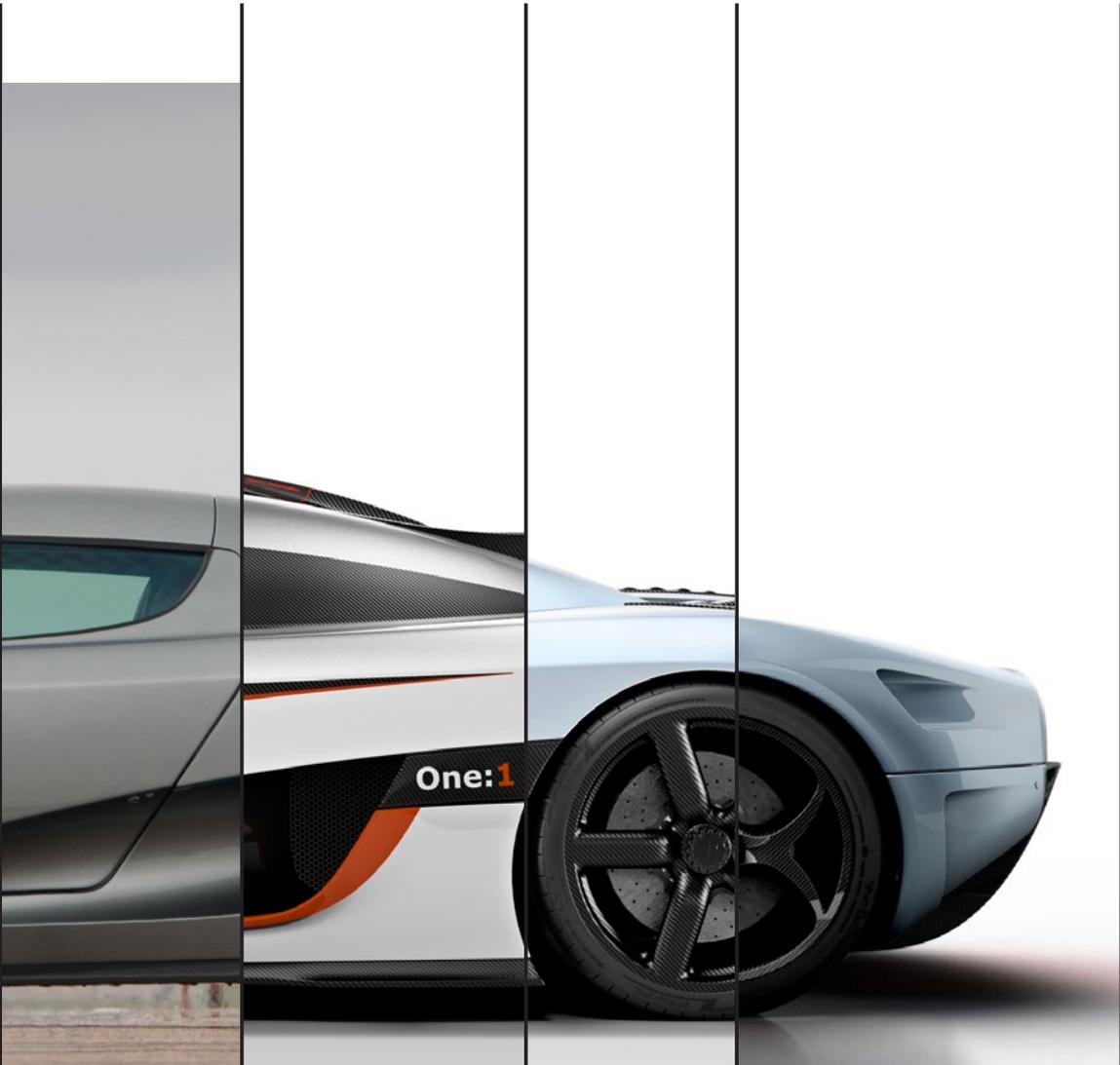
Spirit of Performance™



Photo Lisa Johansson

Koenigsegg car models





Agera

One:1

Agera RS

Resera

Certified Legends

We take great pride in offering Certified Legends in the shape of historic Koenigsegg cars

Koenigsegg makes the acquisition of a Certified Legend a thing of confidence. Each car that partakes in the program goes through an extensive inspection process carried out by a team of official Koenigsegg technicians. These cars are then refurbished to the highest possible standard. The Legends are brought up to the latest specification possible and are given up to two years warranty.

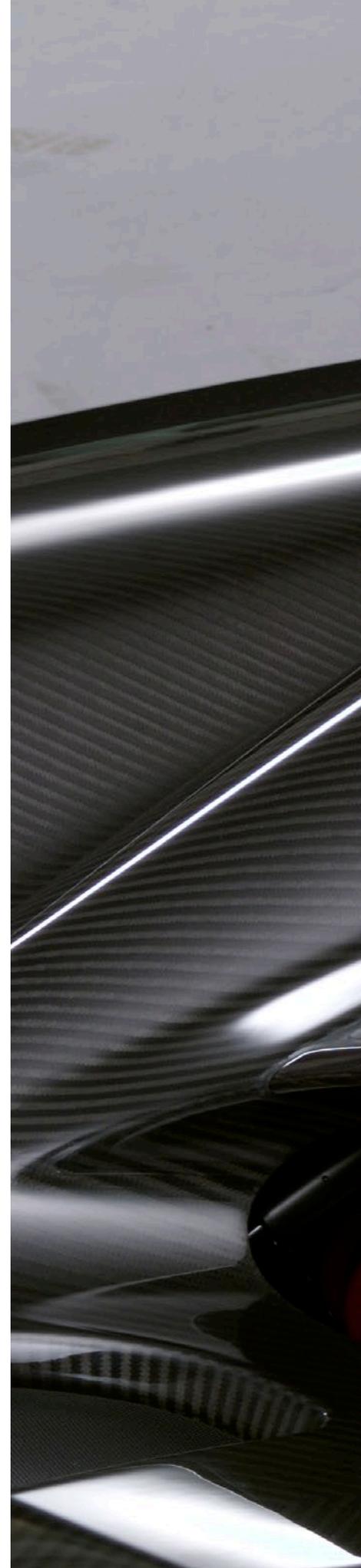
Value creation

The Certified Legend Program ensures a proper value protection for historic Koenigsegg models.

Furthermore, owning and driving a Certified Legend, gives the same support and peace of mind as buying a new Koenigsegg. Given this we truly recommend existing and future Koenigsegg custodians the Certified Legend Program.

Search for your Legend

More information about Koenigsegg Legends can be found on Koenigsegg website. 



Certified Legend



Photo EVO Magazine

2002 Guinness World Record
CC8S the world's most powerful
production car



2005 Top Gear lap record
1:17.60



FESTIVAL DE CANNES



1997 First prototype
Koenigsegg CC
at Cannes film festival



2005 Guinness World Record
at Nardo 388km/h



2002 CC8S

1994 Koenigsegg founded



Koenigsegg



2004 Guinness World Record
CCR the world's most powerful
production car

2004 CCR



2006 CCGT



2006 CCX



Forbes
MAGAZINE

2008 **Forbes Magazine**
CCXR edition
Awarded one of the ten most
beautiful cars in history
All categories



2007 **CCXR**



2011 **Guinness World Record**
0-300-0 in Agera R 21.19s

2015 **Regera**

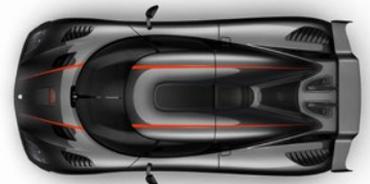
2010 **Agera**



2014 **One:1**

2015 **Agera RS**

2010 **Top Gear Hypercar**
of the year award
Agera



Aerodynamics





Aerodynamics

“At Koenigsegg, good is never enough. We strive for perfection and the moving target of ultimate performance”
– Christian von Koenigsegg

Aerodynamics is a key to maximizing performance.

All modern Koenigseggs adapt their aerodynamic behaviour dynamically depending on their speed and driving conditions, utilizing its active intelligent systems, such as movable body surfaces, hydraulics, suspension and ride height settings.

Furthermore, the active aerodynamics play a key part in the unique preactive performance, enabling the car to perfectly adapt to its environment, as Koenigsegg continuously maps the world’s greatest driving destinations at customers requests.

All the data needed for the car to truly be preactive is downloaded in real time over the Koenigsegg 3G cloud.



Koenigsegg Gear





1



2



3



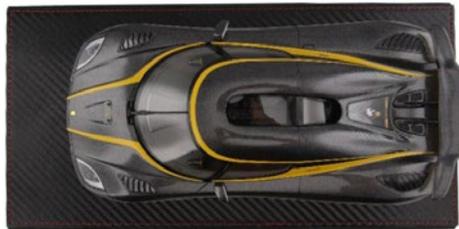
4



5



6



8



7



10



9

1. Poster 0-100 in 10 years 2. Koenigsegg cap 3. Regera sweatshirt (unisex) 4. Koenigsegg shield metal pin 5. Scale model 1:43 Agera R 6. Women's Swarovski T-shirt 7. Polo shirt 8. Scale model 1:18 Koenigsegg HUNDRA 9. Kids' Smile T-shirt 10. Babies' Spooky babybody







Koenigsegg

Sign 2



Technical partners

Acrapovic

Alpine

Autodesk

DHL

Idiada

Michelin

Neonode

Nvidia

Powerpackers

Rimac



Koenigsegg