

GEMERA

HALO PROTOCOL · BASELINE FILE · MEGA GT · HIGH-VOLTAGE & LSTT FOCUS

Compiled from public sources, the Koenigsegg Gemera, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist gives an enthusiast the context to follow what is being discussed around a Gemera transaction. It replaces nothing. Three hundred cars, all sold long before production began in 2026 — and not a classic hypercar: a Mega GT with four full seats, all-wheel drive and a hybrid drivetrain around the Dark Matter e-motor and the LSTT gearbox — probably the most complex car Koenigsegg has yet built, and a BASELINE FILE: no field data exists, and nothing is invented here. What decides is the works chain, the high-voltage state, the software level — the family law in its strongest form yet: FACTORY-DEPENDENT OWNERSHIP, beyond even the marque's own standard. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · IDENTITY & THE WORKS RECORD

- ☐ Identity first: build number (of 300), original specification, individualisation documented.
- ☐ Configuration confirmed: HV8 + Dark Matter + LSTT — every production car, one standard.
- ☐ Works and authorised service history complete — the spine, above everything here.
- ☐ Software history verified in the works system by chassis — LATEST_SOFTWARE confirmed.
- ☐ Battery history read: charge regime, storage, works diagnosis reports.
- ☐ Carbon walk including the BATTERY HOUSING: monocoque, underbody, crash structure.
- ☐ Accident history with composite documentation — or the file closes.

B · HIGH VOLTAGE & SOFTWARE

- ☐ FULL_DIAGNOSTIC run complete — an incomplete diagnosis is itself a finding.
- ☐ HV system through works-level check: inverter, cooling, insulation, fault memory.
- ☐ HV_SYSTEM_STATUS and battery state documented from works diagnosis, not folklore.
- ☐ Dark Matter checked through the works chain — documented, not judged: no field record exists.
- ☐ Every software level recorded; open updates scheduled with the works.

C · LSTT & DRIVETRAIN

- ☐ LSTT through works-level diagnosis: software, clutches, hydraulics, actuators, calibration.
- ☐ All modes driven: hybrid, electric, full system — AWD and torque vectoring exercised.
- ☐ HV8 per family protocol: evidence-based — boost, fuel system (E85 read honestly), ECU.
- ☐ Chassis: ride-height and adaptive systems function-tested.

D · PRICE & INVESTIGATION ITEMS

A baseline-file market: the price sits in the works chain, the HV state, the software level — and the parts dependence.

- ☐ Service-history gaps: priced as identity risk — here more than anywhere in the marque.
- ☐ Any HV or battery finding: works verdict and quote before purchase — no local opinion.
- ☐ LSTT calibration or clutch findings: works-level correction priced.
- ☐ Open software updates: works visit scheduled and priced.
- ☐ Parts needs: factory quotes WITH waiting time priced in — PARTS_DEPENDENCY = VERY HIGH.
- ☐ No published cost baseline: demand works quotes in writing — the file carries no figures.
- ☐ Negotiate from the works record and the diagnosis protocols — never the badge.

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E · RED FLAGS · WALK-AWAY OR ESCALATION

- A service history outside the Koenigsegg world — at any price, on this car above all.
- HV or battery work without works documentation.
- Software level unknown, or the full diagnosis refused.
- LSTT repairs or calibration outside the works chain.
- Development-history noise sold as reliability knowledge — in either direction.
- Structural or battery-housing work without works documentation.
- A seller who resists the works-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The works dossier archived: build sheet, service record, software history, HV diagnosis, battery reports.
- ☐ The Koenigsegg relationship established — this car is owned through the factory, more than any before it.
- ☐ The charge and storage regime set per works guidance — the battery ages by calendar and care.

"Four seats, two engine halves, one gearbox from the watchmaker's bench — and every key part from one house in Ängelholm. Verify the works chain, read the software, respect the volts: the Gemera is owned through its factory."

Deep dive: Supercar Models Paper 92 · Model File 92 · Owner's Intelligence series.

FINDINGS & NOTES