

COLLECTOR PROFILE 94 · KOENIGSEGG · MEGACAR · HALO PROTOCOL

ONE:1

THE FIRST MEGACAR · 1 PS PER KG · 1 MEGAWATT · 7 CARS · 2014–2015

THE MEGACAR & THE REGISTER DECISION

THE CAR

Seven cars, 2014–2015, including the prototype — six customer cars. The name is the concept: ONE PS per ONE kilogram — 1,360 PS against 1,360 kg — and one megawatt of power: the world's FIRST production megacar, in the works' own words the first homologated car to reach the dream 1:1 power-to-weight ratio. Unit note, inverted for once: 1 MW $\approx$ 1,360 metric PS ($\approx$ 1,341 bhp) — here the metric figure IS the concept, and the dossier's PS label is the correct one.

WHY THIS IS A PROFILE, NOT
A MODEL FILE

The register decision, per the dossier: NO classical PPI/checklist file is built for this car. The One:1 is a collector halo vehicle of the FXX-K/Centodieci class — at seven cars, practically every sale runs directly between collectors, the manufacturer and specialised brokers, and no classical used-car inspection logic applies. The database carries it as a COLLECTOR PROFILE: provenance, factory history, originality and documentation are the file — where technical verification is needed, the family law stands unchanged: File 86, works level, no exceptions.

THE PLATFORM TRUTH

AGERA BASE, ONE:1 BODY
OF WORK

The One:1 does NOT stand on its own chassis: it is built on the AGERA platform — carbon monocoque, wheelbase, basic layout and the 5.0-litre V8 are shared. Nearly everything else was developed beyond it: completely reworked aerodynamics, new front and rear axles, new active aerodynamics, new chassis and suspension, AirCore carbon wheels, markedly higher engine output, and the evolved 7-speed dual-clutch. The dossier's analogy is adopted as the register's: the One:1 is to the Agera what the P1 GTR is to the P1, or the Senna GTR to the Senna — technically far beyond its base car. And it looks forward as much as back: components introduced here — active dampers, the evolved Triplex rear axle, active ride height, the aero doctrine — later carried into the Agera RS.

THE TECHNOLOGY IN BRIEF

ONE MEGAWATT, SEVEN
CARS

The 5.0-litre biturbo V8: 1,360 PS and 1,371 Nm, rev limit 8,250 rpm, the bare engine at 197 kg with a carbon intake manifold — E85-capable, alongside race fuel and petrol, in the CCXR's green lineage. No documented systemic engine damage. The real difference is above the engine: the FIRST Koenigsegg with consequent track aerodynamics — the vast active rear wing, front winglets, extended venturi tunnels, optimised underbody — over a chassis of active shock absorbers, the upgraded Triplex rear suspension with carbon bevel springs, and active ride height. Per the family discipline, all of it composite, all of it works matter.

THE RECORD & THE WORKS

SEVEN-CAR DEVELOPMENT
REALITY

No publicly documented model-wide recall actions exist — at seven cars, technical changes ran directly through the works. Individual cars received development updates, software updates and chassis optimisation over the years: for a series this small, that is NORMAL DEVELOPMENT OPERATION, and the register stores it as the CC8S doctrine stores upgrades — documented, not judged. Works involvement in practically every major piece of work is assumed, and expected: factory support, authorised partners, mobile works engineers.

OWNERSHIP & THE COLLECTOR REGISTER

FACTORY COLLECTION
VEHICLE

The dossier's special note, adopted as the profile's core: the One:1 is less a "car" than a FACTORY COLLECTION VEHICLE — near-complete works care, a close relationship with the manufacturer, practically exclusive factory service, and very low market transparency. Parts: every component — carbon, aero, chassis, electronics — exists for SEVEN cars: among the highest manufacturer dependence in this entire register. Costs: no published prices, and none invented — everything runs through Koenigsegg.

WHAT DECIDES VALUE

The collector factors, per the dossier: chassis number, works documentation, original specification, any works upgrades, exhibition and record history, ownership history — MILEAGE RANKS FAR BELOW ALL OF IT. On owners, the register discipline: Koenigsegg publishes no list. Publicly known: cars in the USA, the Middle East and Europe, and individual known collectors — the former Formula 1 driver Adrian Sutil owned one. Online chassis attributions are spotter-register material, not official: this database stores NO owner list — PROVENANCE_SCORE and COLLECTOR_GRADE are built from works documentation alone.

7

Cars including the prototype — six customer cars: every transaction a private negotiation

1:1

The concept in the name — 1,360 PS, 1,360 kg, one megawatt: the world's first megacar

197

Kilograms of engine — carbon intake, 8,250 rpm, E85-capable: one megawatt from five litres

Sources: Koenigsegg factory data (koenigsegg.com/model/one1: 7 cars 2014–15, first production megacar, 1 MW, 1,371 Nm, 1,360 kg, engine 197 kg, 8,250 rpm, E85/race fuel/petrol, active wing, venturi tunnels, active shocks, Triplex with carbon bevel springs, AirCore, 7-speed DCT); Agera platform with One:1-specific axles, aero and chassis per model records — forerunners to the Agera RS; no public model-wide recalls — works-direct changes at seven cars; owner picture per public record only (incl. Adrian Sutil, via Ultimatecarpage). COLLECTOR PROFILE: no PPI/checklist file — no bands, no market file: provenance decides.