

MODEL FILE 124 · KOENIGSEGG · WORKS-BOUND FILE

JESKO

5.0 BITURBO V8 · UP TO 1,600 PS ON E85 · LST 9-SPEED · ATTACK & ABSOLUT · 125 CARS

THE CAR IN BRIEF

THE MODEL

The Agera's successor, revealed 2019 and built from 2021/22 in Aengelholm: 125 cars across two characters. The JESKO ATTACK carries the high-downforce configuration with the big wing; the JESKO ABSOLUT is the low-drag speed form, wingless, finned, with a drag figure around 0.278 per works data and a theoretical top speed beyond 500 km/h that the works has deliberately never fully demonstrated. The machinery is shared: the 5.0 biturbo V8 with the light flat-plane crank at 1,280 PS (1,262 bhp) on petrol and up to 1,600 PS (1,578 bhp) on E85, around 1,500 Nm, and the LIGHT SPEED TRANSMISSION, the works' own 9-speed multi-clutch unit shifting in tens of milliseconds between any two gears. Carbon monocoque, Triplex damper arrangement at both axles, active aero. In June 2024 an Absolut set the documented 0-400-0 km/h record at 27.83 seconds. Fields: ATTACK_OR_ABSOLUT, BUILD_SPECIFICATION, CHASSIS_NUMBER, FACTORY_RECORD.

THE HONEST FRAME

This file exists for the completeness of the register, and the register says so in the file itself: at Koenigsegg the classic PPI logic barely comes into play. The fleet is tiny, every car lives in works contact, and the meaningful record of a Jesko is the factory's own: software states, campaign and service measures, drive cycles, inspections. The Regera doctrine (File 93) applies unchanged: a young works-bound fleet is read by its ledger, not by its mileage, rolling optimisation is not unreliability, and ALL_CAMPAIGNS_COMPLETED is the hardest field in the file. Nothing here is invented, and no reliability verdict exists on a fleet this young and this small: MONITORING, works-read.

POWERTRAIN & THE LST

ENGINE & TRANSMISSION

The V8 is Koenigsegg's own newest generation: flat-plane crank, around 1,500 Nm, fuel-flexible up to the 1,600 PS E85 state, output by market and fuel per works data. NO documented failure series exists at the engine level, and per formulation discipline that is a statement about a small, young, works-monitored fleet, not a proof. The LST is the file's technical centre: nine gears, seven clutches, near-instant changes between any gears (the works' UPOD logic). A works-only system in every respect: software, adaptation, diagnosis and intervention live in Aengelholm, and the register's only field-level demand is the works readout trail: LST_SOFTWARE_STATE, LST_SERVICE_RECORD, FACTORY_DIAGNOSIS. The 12V and control layer follows the register's battery-first rule on any standing car.

FACTORY ACTIONS & OWNERSHIP

THE RECORD, VERIFIED

ONE documented campaign stands to September 2026, verified at the documented level: REC24251 (EU record, 9 August 2024), against Jesko production 19 August 2023 to 5 April 2024 (type KG-11): a hydraulic pressure hose at the rear of the vehicle can be damaged, hydraulic fluid can leak and may ignite on hot components, a fire risk, remedied through the works. Per the TSB doctrine the campaign is read as what it is: a young fleet being optimised through its factory, closed chassis by chassis in the works record, never assumed. REC24251_STATUS is CRITICAL and is answered by the factory file, not by a seller's summary.

OWNERSHIP & THE REGISTER
VERDICT

Ownership is the works relationship: service, software, campaigns, transport and event support run through Aengelholm or its named partners, and a Jesko without a live factory relationship is the only genuinely alarming Jesko. What decides value, per register standard for the marque: specification and provenance (build sheet, chassis history, delivery market, the Attack or Absolut character), the completeness of the works file, and originality. Fields: FACTORY_SERVICE_HISTORY, ALL_CAMPAIGNS_COMPLETED, SOFTWARE_STATE, ORIGINAL_SPECIFICATION, PROVENANCE_SCORE, COLLECTOR_GRADE. Market bands: pending, per register standard, and on 125 works-bound cars every transaction is its own negotiation anyway.

125

Cars across Attack and Absolut: a fleet the factory knows chassis by chassis

1,600

PS (1,578 bhp) on E85, 1,280 PS on petrol: the works' own V8 at its highest state

27.83

Seconds for 0-400-0 km/h, documented June 2024: the Absolut's calling card

Sources: Koenigsegg works data and model records (Jesko revealed 2019, built from 2021/22, 125 cars; 5.0 biturbo V8, flat-plane crank, 1,280 PS = 1,262 bhp petrol / 1,600 PS = 1,578 bhp E85, ca. 1,500 Nm; LST 9-speed multi-clutch with UPOD; Triplex dampers; Absolut drag ca. 0.278, wingless speed configuration; 0-400-0 km/h in 27.83 s, June 2024). Campaign record verified: REC24251 (EU, 9 Aug 2024, production 19 Aug 2023 to 5 Apr 2024, type KG-11, rear hydraulic pressure hose damage and leak with fire risk, works remedy); no further Jesko campaign documented to Sep 2026. Works-bound framing per the register's Regea doctrine (File 93) and Koenigsegg files 89-95. Built for register completeness per the publisher's instruction; the classic PPI barely applies to this marque. Market bands pending.