

MODEL FILE 86 · KOENIGSEGG · HYPERCAR · FAMILY FILE · HALO PROTOCOL

KOENIGSEGG AGERA

5.0 BITURBO V8 · 960–1,360 PS · AGERA / R / S / RS · 2010–2018

THE FAMILY IN BRIEF

THE FAMILY

One master file, per the dossier: Agera (base) · Agera R (E85-capable, power raised) · Agera S (for markets without E85) · Agera RS (extensively developed — 25 cars, and the family's provenance summit: the 2017 world-record run at ≈447 km/h two-way average) · the Final Editions as collector variants. The ONE:1 is deliberately kept OUT — its technical changes justify its own halo file, which follows in the register plan. Output spans ≈960 to 1,360 PS by version and fuel. Fields: AGERA_VARIANT, BUILD_NUMBER.

POSITION

The register replaces the reputation with the evidence, in the dossier's own reframing: the core statement is NOT "unreliable" — it is FACTORY-DEPENDENT OWNERSHIP. The actual drivetrain rates robust: the challenge lies in the highly proprietary construction and the close bond to the maker — Koenigsegg builds most key components itself, runs a deliberately small authorised network, and supports complex work directly from the works or through travelling technicians.

POWERTRAIN

THE 5.0 V8 & THE TURBOS

Koenigsegg's own twin-turbo V8 — and NO reliable documentation of a systemic core weakness exists: ENGINE = LOW OBSERVED FAILURE RATE. PPI: compression, leakdown, turbochargers, oil pressure, boost, ECU diagnosis. Turbos: boost, wastegates, oil supply, intercoolers, intake — no proven series problem. The engine is inspected, not feared — and it stands LAST in the buying priorities for exactly that reason.

THE IN-HOUSE DCT

The 7-speed dual clutch with electronic differential is Koenigsegg's own development — and publicly provable series failures do not exist. Checked: shift quality, adaptation values, oil service, fault memory. DCT_STATUS is a condition field, not a worry field.

ELECTRONICS & STRUCTURE

ELECTRONICS · THE HONEST FRAME

The area owner reports mention MOST often — and the register frames it honestly: NO published technical analysis proves a general misconception. What IS documented: Koenigsegg regularly issues TECHNICAL SERVICE BULLETINS and software updates when optimisation is needed — the architecture is fully CAN-based, solid-state, without classic fuses or relays. The PPI consequence: full diagnosis, software level, sensors, control modules, CAN communication, actuators — SOFTWARE_LEVEL = VERY IMPORTANT, and TECHNICAL_BULLETINS_COMPLETED is a field checked in the works system, not assumed.

CARBON, CHASSIS & BRAKES

The carbon monocoque with aluminium honeycomb: CRITICAL, per the marque standard — monocoque, crash structure, underbody, delamination, suspension pickups, NDT on suspicion. Chassis: Öhlins dampers, pushrod actuation model-dependent — dampers, bearings, hydraulics where fitted, geometry: no documented series faults. CCM: discs, pads, temperature traces, cracks.

FACTORY ACTIONS & THE SERVICE WORLD

THE RECORD · THE SMALLEST RECALL EVER

The Agera carries very few official recalls — and the 2014 example is register colour of the best kind: NHTSA 14V437 covered EXACTLY ONE US car — famously the smallest recall in NHTSA history. That illustrates the individual character of small-series manufacture, not a widespread problem. The real record layer is the BULLETIN LAYER: Koenigsegg's TSBs and software updates, verified in the works system by chassis — the register reads bulletins, not just databases, as everywhere.

THE SWEDEN QUESTION & THE NETWORK

The myth, corrected by the dossier: "everything must go to Sweden" is NOT true. Koenigsegg runs a small but OFFICIAL dealer and service network — Sweden, Germany, Spain, the UK, the USA, Japan, the Middle East — and dispatches works engineers or service technicians to dealers and customers when needed, a practice the company itself described in the Agera era. Routine work runs at authorised partners: monocoque repairs, major electronics work, development updates and structural work run in close coordination with — or at — Ängelholm. Fields: AUTHORIZED_DEALER_HISTORY, FACTORY_SERVICE_HISTORY.

PARTS & THE COST DISCIPLINE

The actual challenge: engine — works: electronics — works: carbon — works: body — works. Many parts are specially made rather than shelf stock, so WAITING TIMES are possible: PARTS_AVAILABILITY = FACTORY DEPENDENT. Costs: no fixed price lists exist — the one documented example puts a US annual standard service around 190,000 SEK (≈€17–18k). And the dossier's discipline is adopted: NO flat five- or six-figure sums enter the file as "standard maintenance" — such magnitudes belong to major repairs or accident work, not routine service, and conflating the two is exactly the error this register exists to prevent.

PROVENANCE & MARKET

THE AUDIT & THE VERDICT

The audit: works service, software history, updates, original specification, build sheet, documented campaigns. The buying priorities, per the dossier: carbon monocoque → works/authorised service history → software level → electronics diagnosis → chassis → turbos → gearbox → engine. And the register's core sentence, carried verbatim: **FACTORY-DEPENDENT OWNERSHIP** — the technical state depends essentially on an unbroken works or authorised service history, a current software level, and access to Koenigsegg support. That formulation does the available facts justice, and it prices the cars: halo protocol, no bands — single files decide.

1

Car in the 2014 US recall (14V437) — the smallest in NHTSA history: individuality, not epidemic

447

km/h two-way average in the 2017 Agera RS record run — the family's provenance summit

8

Steps in the buying order — and the V8 stands deliberately last: the maker bond is the file

Sources: Koenigsegg factory data (Agera family 2010–18 — base/R/S/RS/Final; own 5.0 biturbo V8 ≈960–1,360 PS by version, own 7-speed DCT with e-diff, carbon monocoque with aluminium honeycomb, CAN-based solid-state electronics; RS 25 cars and the 2017 ≈447 km/h record; network Sweden/Germany/Spain/UK/USA/Japan/Middle East with travelling works technicians per Koenigsegg); NHTSA 14V437 verified September 2026 (one car, the smallest recall on record); TSB/software layer per NHTSA-filed bulletins; documented ≈190,000 SEK US annual-service example per press — flat five/six-figure "maintenance" sums expressly NOT carried as routine, per the dossier's discipline; One:1 separate file per register plan. No bands per halo protocol — single files decide.