

MODEL FILE 87 · KOENIGSEGG · HYPERCAR · HALO PROTOCOL · FILE-86 REFERENCE

AGERA R · AGERA S

FLEXFUEL 1,140 PS · PETROL 1,030 PS · 18 + 5 CARS · 2011–2014

THE TWO CARS IN BRIEF

THE SPLIT

Agera R (18 cars): FLEXFUEL — from 95-octane petrol to E100/E85, up to 1,140 PS on E85, a raised rev limit, the aero exhaust, new front winglets, and the first generation of Koenigsegg's ceramic-piston brakes. Agera S (5 cars): built for markets where E85 practically does not exist — no FlexFuel, tuned specifically for premium petrol, 1,030 PS, otherwise the identical platform — and the FIRST Koenigsegg on the AIRCORE hollow carbon wheels. The dossier's framing is the register's: the S is NOT a "lesser R" — it is the same technical platform with a different engine calibration for conventional fuel. Fields: AGERA_R_OR_S, BUILD_NUMBER, FLEXFUEL_SYSTEM (R), AIRCORE_WHEELS (S).

THE REFERENCE

The technical protocol stands on FILE 86: the own 5.0 biturbo V8 (LOW OBSERVED FAILURE RATE — compression, leakdown, boost, ECU, fuel system, turbos), the in-house gearbox (no documented series failures — adaptations, oil service, shift behaviour), the Öhlins pushrod chassis with lift system, the CAN/solid-state electronics with SOFTWARE_LEVEL as the very-important field, and the carbon monocoque as CRITICAL — monocoque, underbody, delamination, pickups, crash history, NDT on doubt. Nothing is re-invented here: this file carries only what the R and S add.

THE R LAYER · FLEXFUEL

THE FUEL SYSTEM

The largest technical difference on the R, and its own inspection chapter: ethanol sensor, fuel lines, high-output pumps, injectors, engine management. The practical doctrine from the dossier: cars that ran WITHOUT E85 for long periods, or switched frequently between fuel grades, are checked for correct CALIBRATION — the sensor and the mapping must agree with what is actually in the tank. There is NO documented series problem: this is a configuration check, not a fault hunt. FLEXFUEL_SYSTEM is the R's mandatory field, read together with the software level.

THE S LAYER · AIRCORE

THE HOLLOW WHEELS

The Agera S introduced the AirCore hollow carbon wheels to the marque — and they get the composite discipline, not the wheel-shop glance: visual inspection, curb damage, delamination, and the documentation of any earlier repair. The rule is absolute: damage is assessed EXCLUSIVELY by the manufacturer or a specialist released for the task — a carbon wheel carries the car, and the register treats it as structure, not trim. AIRCORE_WHEELS is the S's mandatory field.

FACTORY ACTIONS & OWNERSHIP

THE RECORD & THE SERVICE
WORLD

No known model-specific recall series covers the R or S across the fleet — individual service bulletins and software updates are checked against the car's history in the works system, per the family doctrine. The service world is File 86's, unchanged: authorised partners, works support, the flying-technician concept, Ängelholm for complex work — and not every car must go to Sweden. Costs: no official price lists; annual care clearly above classic supercars, special parts exclusively through Koenigsegg, electronics and carbon work at works or authorised level — the family's cost discipline applies, and no invented figures enter the file.

PRIORITIES & THE RS
BOUNDARY

The buying priorities, per the dossier: works/service history → carbon structure → software level → electronics diagnosis → fuel system (R) → AirCore wheels (S) → turbos → gearbox. And the register boundary the dossier draws is adopted: the AGERA RS is NOT a sub-variant of this file — it combines developments from R, S and One:1 (new aero with far higher downforce, evolved chassis, new composites, optional active systems, 1,150 PS on petrol and up to 1,360 PS in the later 1MW specification) and gets its OWN model file and PPI structure in the register plan, alongside the One:1. Halo protocol: no bands — twenty-three cars, twenty-three files.

18+5

Cars — R and S on one platform: fuel management, not construction, is the difference

1,140

PS on E85 in the R — with the calibration check, not a fault hunt, as its own chapter

86

The file this file stands on: the family protocol carries the machinery, this file adds the layers

Sources: Koenigsegg factory data (Agera R: 18 cars, FlexFuel 95-octane to E100/E85, 1,140 PS on E85, raised rev limit, aero exhaust, winglets, first ceramic-piston brakes; Agera S: 5 cars, petrol calibration, 1,030 PS, first AirCore hollow carbon wheels; same platform per Koenigsegg model pages); no model-specific recall series across the fleet — bulletins/software checked by chassis in the works system, per the family doctrine (File 86, incl. 14V437 context); technical protocol referenced to Model File 86; RS boundary (R+S+One:1 developments, 1,150/1,360 PS 1MW) per the dossier — own file follows in the register plan. No bands per halo protocol — single files decide.