

MODEL FILE 89 · KOENIGSEGG · HYPERCAR · HALO PROTOCOL · BASELINE FILE

CC850

CC8S SHAPE · JESKO GENERATION · ENGAGE SHIFT SYSTEM · 70 CARS · 2024–

THE CAR IN BRIEF

THE HOMAGE

Revealed 19 August 2022 at Pebble Beach: 50 cars to mark Christian von Koenigsegg's 50th birthday — raised to 70 within a week (25 August 2022) under demand. Production from end 2024, first deliveries mid-2025. The register symmetry with FILE 88 is the point: the CC850 LOOKS like the CC8S — and is technically a car of the current generation, on Jesko-related architecture. Anyone buying the analogue original buys File 88; anyone buying the CC850 buys a modern Koenigsegg wearing its founder's first shape. The two must never be confused in valuation or in inspection logic.

THE REGISTER POSITION

BASELINE FILE, per the Tourbillon treatment (File 78): the OEM data is well documented; independent long-term reliability statements are NOT yet possible, and none are invented here. The technical protocol stands on FILE 86's family law — works chain, software level, carbon discipline, FACTORY-DEPENDENT OWNERSHIP — and this file adds what is the CC850's own: above all the ENGAGE SHIFT SYSTEM, which the register carries as the model's permanent MONITORING focus. Fields opened from day one: BUILD_NUMBER (of 70), ESS_TRANSMISSION, ESS_SOFTWARE_VERSION, CLUTCH_SYSTEM, SOFTWARE_LEVEL, DELIVERY_DATE, WORKS_HISTORY.

POWERTRAIN

THE 1:1 V8

The own 5.0-litre biturbo V8 of the current generation: 1,185 bhp ($\approx$ 1,201 PS) on petrol and 1,385 bhp ($\approx$ 1,404 PS) on E85, 1,385 Nm at 4,800 rpm — against 1,385 kg kerb weight, the 1:1 car on E85 by Koenigsegg's own arithmetic. Unit note, as through the whole register: the widely quoted 1,185/1,385 are bhp figures — the PS values sit above them. The bare engine weighs 185 kg per factory data. Status: the family V8 has a LOW observed failure rate across the Agera/Jesko lineage (File 86), and the CC850 application is carried as MONITORING — documented, not yet judged. Checks per family protocol: compression/leakdown on evidence, boost behaviour, fuel system (E85 capability read honestly), turbos, ECU and fault memory.

THE ENGAGE SHIFT SYSTEM

WHAT IT IS

THE reason this car exists, and the file's own chapter — as the fan is to the T.50 (File 84). A clutch pedal and an open shift gate give a 6-SPEED MANUAL EXPERIENCE — on an electronically controlled multi-mode gearbox built on the 9-speed LST base, switchable to fully automatic operation at any time. It is NOT a classic manual: no mechanical linkage does the work — sensors, actuators and software do. Per the launch material the simulated ratios are drawn from the LST's gear set and can differ by drive mode. The register consequence: the ESS is a MECHATRONIC system and is inspected as one.

HOW IT IS CHECKED

The software level is documented ALWAYS — ESS_SOFTWARE_VERSION is a mandatory field on every entry, read with the works system. Clutch-pedal feel, gate function, engagement quality in every mode, mode-switching logic, and the full actuator/sensor diagnosis belong to works-level inspection — no independent benchmark for wear or calibration drift exists yet, which is precisely why the register carries the ESS as the MONITORING focus: every documented works finding on these 70 cars builds the baseline the next revision will stand on. Rated HIGH in the risk matrix — for uncertainty, not for any documented fault: none is known.

STRUCTURE & CHASSIS

CARBON & SUSPENSION

Carbon monocoque — CRITICAL, without discussion, per the family discipline: structure, underbody, pickups, delamination, crash history, NDT on any doubt, works-level verdict on any finding. The chassis is Jesko-related: double-wishbone multilink, Triplex damper at the rear per specification, Koenigsegg ceramic brakes (410 mm/6-piston front, 395 mm/4-piston rear). No known weaknesses — and the dossier's sentence is adopted verbatim as register doctrine: anything beyond that would be speculation, and speculation does not enter a Marque file.

FACTORY ACTIONS & OWNERSHIP

THE RECORD & THE SERVICE WORLD

No recall campaigns and no documented model-specific weaknesses were FOUND for the CC850 — expected for a fleet this young and this small, and per register formulation discipline no proof of absence: bulletins and software actions are verified by chassis in the works system, per the family doctrine (File 86). The service world is the current Koenigsegg network, identical to Jesko/Gemera: authorised partners including Germany (Semco, Munich; Esser Automotive, near Aachen), Spain, the USA and Japan — not every car must travel to Sweden. PARTS: FACTORY-DEPENDENT, exclusively through Koenigsegg. Costs: deliberately NO figures — none are published, and the register waits for customer-car data rather than inventing numbers.

PRIORITIES & THE VERDICT

Buying priorities, per the dossier: carbon monocoque → works/service history → ESS function in all modes → software level → electronics diagnosis → chassis → turbos → engine — the engine deliberately last: the V8 is the most proven part of the car. Risk matrix: monocoque CRITICAL; ESS, software, works-service dependence and electronics HIGH; the V8 LOW. The verdict is the Tourbillon's: OEM data documented, long-term record open, one defining system under watch — watched, not accused. Halo protocol: no market bands — seventy cars, seventy files.

70

Cars — 50 for the founder's 50th, raised to 70 within a week of the Pebble Beach reveal

1:1

The arithmetic: 1,385 bhp on E85, 1,385 kg kerb — and 1,385 Nm for good measure

6/9

The ESS: six gears the driver shifts by pedal and gate, nine the LST base holds — the monitoring focus

Sources: Koenigsegg factory data (koenigsegg.com/model/cc850: 70 cars, 1,385 bhp on E85, 1,385 Nm @ 4,800 rpm, engine 185 kg, kerb 1,385 kg, ESS as 6-speed manual experience with clutch pedal on a 9-speed multi-mode base); reveal 19 Aug 2022 Pebble Beach, 50→70 cars 25 Aug 2022, 1,185 bhp petrol, Jesko-related platform, Triplex rear, 410/395 mm ceramic brakes per launch reporting and model records; production from end 2024, first deliveries mid-2025; no recall campaigns FOUND (young, 70-car fleet — formulation discipline applies); service network and parts doctrine per Koenigsegg authorised-partner structure (File 86). No bands per halo protocol — single files decide.