

MODEL FILE 91 · KOENIGSEGG · CLASSIC HYPERCAR · HALO PROTOCOL

CCX · CCXR

THE FIRST OWN V8 · CCX 806 BHP · CCXR 1,018 BHP ON E85 · 2006–2010

THE RANGE IN BRIEF

THE FAMILY

CCX (2006–2010): the standard model. CCXR: the FlexFuel version — petrol, E85 or E100. Above them the collector variants: CCX Edition and CCXR Edition (4.8-litre engines), and the CCXR Special Edition. The fleet, per model records: roughly 30 CCX, 2 CCX Edition, 9 CCXR, 4 CCXR Edition, 2 Special Edition — around 49 cars in all, counting works test vehicles. The register boundary the dossier draws is adopted: the TREVITA — two cars in the shimmering white carbon — is NOT handled here: its carbon technology and extreme rarity set it apart from the series CCXR, and it gets its own collector/halo file in the register plan. Fields: CCX_OR_CCXR, BUILD_NUMBER, EDITION status verified against the works record.

THE TRANSITION

With the CCX, Koenigsegg said goodbye to the Ford Modular base for good: the V8 is now a full own development — cast for Koenigsegg by Grainger & Worrall — and the reason was America: the engine was built to meet Californian emissions standards, and the car grew 88 mm for US rear-impact rules — the first fully US-homologated Koenigsegg series. That is this file's historic position: the transition from the early, partly Ford-based cars to a fully own-developed platform. Classification, per the dossier: EARLY MODERN KOENIGSEGG — FACTORY DEPENDENT.

POWERTRAIN

THE OWN V8 & THE
COMPRESSORS

The 4.7-litre Koenigsegg V8 (4.8 in the Editions) with two Rotrex centrifugal compressors: 806 bhp (≈817 PS) in the CCX. Unit note, as through the register: Koenigsegg's datasheets read BHP — references that print the same numbers as PS carry the unit slip, not a different engine. To this day NO reliable documentation of systemic engine damage: ENGINE = LOW OBSERVED FAILURE RATE. PPI: compression, leakdown, compressors, fuel system, oil pressure, ECU. The compressor stage carries no known series problem and remains the AGE chapter, inherited from Files 88 and 90: bearings, belt drives, boost, oil supply, intake — MEDIUM, for calendar reasons.

FLEXFUEL · THE CCXR
LAYER

The largest difference in the range, and the CCXR's own inspection chapter: Superbenzin, E85 or E100 — up to 1,018 bhp (≈1,032 PS) and 1,060 Nm on E85, the works' first green supercar. Checked, per the dossier: ethanol sensor, injectors, fuel lines, pumps, ECU calibration — the kinship with the Agera R layer (File 87) is deliberate: cars that ran long on one fuel, or switched often, get the CALIBRATION CHECK, not a fault hunt — no documented systemic weakness exists. FLEXFUEL_SYSTEM is the CCXR's mandatory field, read with the software level. MEDIUM in the risk matrix.

THE GEARBOX QUESTION

Six-speed manual as the base — and depending on year and car, the optional automated shift system with paddles: the Special Edition introduced the marque's first F1-style paddle shift. MANUAL_OR_PADDLE_SHIFT is therefore an identity field: which box the car carries, and whether it is original to it. Checked: clutch, synchronisation, shift actuators where fitted, oil service — no known series problem in either form. LOW in the risk matrix, with the actuator layer as the one genuinely paddle-specific diagnosis.

STRUCTURE, CHASSIS & ELECTRONICS

CARBON · CRITICAL

As on every Koenigsegg: the carbon/Kevlar monocoque with aluminium honeycomb is CRITICAL, without discussion — monocoque, delamination, underbody, crash structure, suspension pickups, composite verdict and NDT on any doubt. The suspension is the CCR's next evolution — dampers, bearings, measurement, lift system per specification — with no documented constructive weakness. Brakes: AP Racing, later cars partly with carbon-ceramics — the fitted specification is documented (BRAKE_SYSTEM), and ceramic discs get the composite discipline.

WHERE THE ANALOGUE ERA
ENDS

The electronics are clearly beyond the CCR: ECU, sensor web, control units, software level, diagnosis system — SOFTWARE_VERSION becomes a register field on this range. The honest frame in both directions: markedly more to diagnose than in Files 88 and 90 — and still far simpler than any Agera or Jesko. MEDIUM in the risk matrix: read the software history in the works system, run the full diagnosis, and the range holds no electronic folklore.

FACTORY ACTIONS & OWNERSHIP

THE RECORD & THE SERVICE
WORLD

NO publicly documented model-wide recall campaigns exist for the range — Koenigsegg worked then as now predominantly through direct works care, technical service information and individual car updates: per the formulation discipline, the works record is the real campaign database, and bulletins are verified by chassis. Service: authorised partners, the Ängelholm works, mobile works support where needed — routine care does NOT require Sweden, per the family doctrine (File 86).

PARTS, COSTS & PRIORITIES

Parts: engine, carbon, body and electronics are works matters — many components proprietary: PARTS_AVAILABILITY = FACTORY DEPENDENT. Costs: no official price lists — the effort rises against the CCR through the electronics, the FlexFuel system and stronger individualisation, yet no reliable evidence puts the range above its Koenigsegg generation peers: no figures are invented. Priorities, per the dossier: carbon structure → works/service history → originality → compressor system → fuel system (CCXR) → gearbox → electronics → engine — the engine last, as through this register. Halo protocol: no bands — every car a single case, with the works record deciding.

~49

Cars across CCX, CCXR and the editions — the first fully own-developed, first fully US-homologated Koenigsegg

1,018

bhp on E85 in the CCXR (≈1,032 PS) — the works' first green supercar, checked as calibration, not folklore

88

Millimetres added for US rear-impact rules — the range that carried Koenigsegg into America

Sources: Koenigsegg factory data (koenigsegg.com/model/ccxr: 1,018 BHP on E85, 1,060 Nm, biofuel FlexFuel, first F1 paddle shift on the Special Edition; CCR/CCX datasheets in BHP); own V8 replacing the Ford base, cast by Grainger & Worrall, built for Californian emissions, +88 mm for US rear-impact rules, carbon/Kevlar monocoque with aluminium honeycomb, optional carbon-ceramics, variant counts (~30/2/9/4/2 plus works test cars, Trevita separate) per model records; no publicly documented model-wide recalls — works record as campaign database, per register formulation discipline; service and parts doctrine per the family file (File 86). Trevita: own file per register plan. No bands per halo protocol — single files decide.