

MODEL FILE 92 · KOENIGSEGG · MEGA GT · HALO PROTOCOL · BASELINE FILE

GEMERA

FOUR SEATS · HV8 + DARK MATTER · 2,300 BHP SYSTEM · 300 CARS · 2026–

THE CAR IN BRIEF

THE MEGA GT

Revealed 3 March 2020, production from 2026 after several development revisions — 300 cars, all sold long before the line started. The Gemera is NOT a classic hypercar, and Koenigsegg's own word for it is adopted: a MEGA GT — four full seats, four luggage compartments, all-wheel drive, all-wheel steering, torque vectoring, hybrid drive, 2,042 kg. The dossier's verdict carries the file: technically, probably the most complex car Koenigsegg has ever built — and the register reads that sentence as an inspection programme, not as marketing.

THE TFG DECISION & THE REGISTER POSITION

The original concept around the TFG three-cylinder (Tiny Friendly Giant) was dropped for series production in July 2024 — almost all customers chose the V8, so every production car is built in ONE configuration: Hot-V V8 + Dark Matter e-motor + LSTT. The register discipline on the internet noise: development delays, drivetrain changes and production shifts are DOCUMENTED HISTORY, not reliability data — too few cars have been delivered for any statistical statement, which makes this a BASELINE FILE: OEM facts documented, fields opened, nothing invented. Fields from day one: BUILD_NUMBER (of 300), HV8_ENGINE, DARK_MATTER_STATUS, LSTT_STATUS, HV_BATTERY_STATUS, SOFTWARE_VERSION.

POWERTRAIN

HV8 + DARK MATTER

The combustion half: the 5.0-litre biturbo Hot-V V8 from the same development family as Jesko and CC850 — 1,500 bhp, and the range's LOW-rated system: no known systemic engine damage. The electric half is the file's quiet sensation: DARK MATTER, fully developed in-house — 800 bhp and 1,250 Nm from 39 kg, six-phase, in the raxial-flux construction between radial and axial machine. System: 2,300 bhp ($\approx$ 2,332 PS) on E85 and 2,750 Nm. Unit note, as through the register: the quoted 1,500/800/2,300 are bhp figures — the dossier's PS labels carry the family unit slip. The e-motor is documented, not judged: no field record exists either way.

THE LSTT

Light Speed Tourbillon Transmission: 9 gears, multi-clutch system, no classical synchro architecture, all-wheel drive and torque vectoring through it — fully own-developed, and among the most technically demanding series gearboxes anywhere. The register treats it as the CC850 treats the ESS: a MECHATRONIC system, inspected as one. PPI per dossier: software, clutches, hydraulics, shift actuators, calibration — LSTT_STATUS and its calibration history are mandatory fields, and the LSTT stands CRITICAL in the risk matrix: for complexity and dependence, not for any documented fault — none is known.

HIGH VOLTAGE & THE SOFTWARE CAR

THE 850-VOLT WORLD

The dossier names it, and the register adopts it: the FUTURE main watch point of this file. 850-volt system, 14 kWh high-voltage battery, inverter, Dark Matter, multiple control units — and today NO reliable field data on typical failures in either direction. HV PPI: inverter, cooling, insulation, high-voltage system, fault memory — plus BATTERY AGEING as a standing watch field, read from the works diagnosis, not from folklore. The battery-first rule of this register applies to the high-voltage layer in full. HV system CRITICAL, battery HIGH, per the dossier's matrix.

THE SOFTWARE CAR

Practically every main system is software-controlled: hybrid strategy, all-wheel and torque-vectoring control, LSTT, battery management, chassis control. The consequence is the dossier's own: FULL_DIAGNOSTIC, LATEST_SOFTWARE and HV_SYSTEM_STATUS are MANDATORY fields on every entry — an incomplete diagnosis is a finding in itself. Software stands CRITICAL in the matrix; the electronics layer HIGH. Structure and chassis carry the current-generation discipline: carbon monocoque with the BATTERY HOUSING now part of the carbon walk — monocoque, underbody, delamination, crash structure — double wishbones, electronic ride height, adaptive systems: no known weaknesses.

OWNERSHIP RISK

THE MOST
FACTORY-DEPENDENT CAR

The dossier's added section, adopted as its own chapter: the Gemera is set to be one of the most FACTORY-DEPENDENT cars in the entire hypercar market — not because defects are known (the model is far too new), but because practically every key component is a Koenigsegg own development in small series: engine control, battery, inverter, gearbox, software, carbon structure. Even very experienced independent hypercar workshops will hardly perform major work without the manufacturer. The consequences, named plainly: high dependence on works care, potentially long downtime for special parts, and a service and software history whose completeness ranks above nearly everything else. PARTS_DEPENDENCY = VERY HIGH — the sharpest parts rating in this register's Koenigsegg block.

FACTORY ACTIONS & OWNERSHIP

THE RECORD, THE SERVICE
WORLD & PRIORITIES

No officially documented recall campaigns to date — unsurprising this early, and per formulation discipline no proof of absence: the works system is the record. Service: authorised partners in several regions — Germany, the USA, Great Britain, Japan, the Middle East — with the works closely involved in everything complex: high voltage, battery, software, carbon and LSTT work runs mostly under direct works supervision or coordination with Ängelholm; Sweden is not mandatory for routine care. Costs: no price lists, no reliable Gemera figures — and per the dossier's own discipline NO euro amounts enter this file; the one supportable statement is qualitative: hybrid technology, own developments, small series and worldwide factory support will place the Gemera at the top of the marque's upkeep range. Priorities: works service → HV system → software level → LSTT → battery → carbon structure → electronics → engine — the engine last, as through this register. Halo protocol: no bands — three hundred cars, three hundred files.

300

Cars, all sold before production began — four seats, and the most complex Koenigsegg yet

2,300

bhp system (≈2,332 PS) with 2,750 Nm — 1,500 bhp Hot-V V8 plus 800 bhp Dark Matter

39

Kilograms of Dark Matter — 800 bhp, 1,250 Nm, six phases, radial flux: the in-house electric half

Sources: Koenigsegg factory data (Gemera Mega GT: four seats, HV8 + Dark Matter + LSTT; Dark Matter 800 bhp/1,250 Nm/39 kg, six-phase radial flux; LSTT 9-speed multi-clutch, AWD, torque vectoring; 850 V/14 kWh battery; system 2,300 bhp/2,750 Nm on E85; kerb 2,042 kg); reveal 3 Mar 2020, production from 2026, 300 cars sold out, TFG three-cylinder dropped July 2024 for lack of customer demand per model records and press coverage (Car and Driver context per dossier); no documented recall campaigns to date — young fleet, formulation discipline applies; service network and works-supervision doctrine per Koenigsegg authorised-partner structure (File 86). Ownership Risk section per the dossier's Market Intelligence addition. No bands per halo protocol — single files decide.