

MODEL FILE 93 · KOENIGSEGG · HYBRID HYPERCAR · HALO PROTOCOL · KDD

REGERA

DIRECT DRIVE · NO GEARBOX · 1,500 BHP SYSTEM · 85 CARS · 2016–2022

THE CAR IN BRIEF

THE SPECIAL CASE

Production 2016–2022: 80 cars planned, 85 built per model records — sold out by mid-2017. The Regera is the hybrid GRAND TOURER of the range — luxury and torque instead of track focus — and the dossier's frame carries the file: the most technically demanding Koenigsegg before the Gemera. Where the Jesko is a classical combustion car with an innovative gearbox, the Regera ABOLISHES the multi-gear gearbox altogether — which makes it a register special case, inspected by its own logic. Late proof of the concept: in June 2023 a Regera set the 0–400–0 km/h record at 28.81 seconds.

THE TSB DOCTRINE

The register signature of this file, stated before any component: the Regera carries CLEARLY MORE published Technical Service Bulletins than earlier Koenigsegg models — and that does NOT read as unreliability. With small-series manufacturers, TSBs are how rolling optimisation reaches the fleet: the works develops the car continuously and brings improvements to the cars, not only safety remedies. The register consequence is the dossier's own rule, adopted verbatim: ALL_TSB_COMPLETED = REQUIRED — on a Regera almost more important than the mileage. A car's TSB state is verified in the works system by chassis, never from a seller's summary.

KOENIGSEGG DIRECT DRIVE

WHAT IT IS

THE point of this file: no gear changes, no DCT, no manual — the V8 drives through ONE fixed direct ratio (2.73:1 per model records) and a hydraulically controlled coupling that slips at low speeds, while the electric motors carry the lower speed range and reverse. KDD is the drivetrain thesis of the car: mechanical simplicity bought with hydraulic and software sophistication — the register's mechatronic lineage runs from here to the CC850's ESS and the Gemera's LSTT, and the inspection logic is the same family: a system checked at works level, as a system.

HOW IT IS CHECKED

Per the dossier, non-negotiable: clutch calibration, hydraulic pressure, software level, fault memory, the transition E-MOTOR ↔ COMBUSTION under real driving, and the full KDD function test. KDD_STATUS = CRITICAL, with KDD_SOFTWARE as its own field — the software level belongs to the drivetrain here, not to the infotainment chapter. No documented systemic KDD failure series exists: CRITICAL for architecture and dependence, per register logic — watched, not accused.

POWERTRAIN, HIGH VOLTAGE & SOFTWARE

V8 + THREE YASA MOTORS

The known 5.0-litre biturbo V8 — 1,100 bhp on petrol, up to 1,500 on E85, with no documented systemic weakness: turbos, compression, leakdown, oil pressure, fuel system per family protocol — LOW in the matrix, and last in the priorities, as through this register. The electric side: THREE YASA axial-flux motors, 520 kW together — one on the crankshaft (160 kW, starter/generator), two on the rear wheel shafts (180 kW each, torque vectoring). System: 1,500 bhp (≈1,521 PS) and 2,000 Nm. Unit note: the quoted figures are bhp — the dossier's "1.500+ PS" carries the family unit slip.

THE HYBRID LAYER & THE SOFTWARE CAR OF 2016

The Regera was the FIRST 800-volt production car: 4.5 kWh liquid-cooled battery (75 kg), inverter, power electronics — and to date no reliable statistical failure series in either direction: the dossier expects the largest long-term risk here, and the register carries the layer HIGH with the battery-first rule in force. PPI: battery diagnosis, HV insulation, cooling circuits, fault memory. It was also the first Koenigsegg with extreme software integration — KDD, hybrid, torque vectoring, hydraulics, active aero, chassis — so the Gemera rules apply here first: FULL_DIAGNOSTIC and LATEST_SOFTWARE are mandatory fields, and an incomplete diagnosis is a finding in itself.

THE TSB RECORD & FACTORY ACTIONS

THE BULLETINS, READ HONESTLY

The documented layer, with NHTSA-published examples: TSB-23071-01 — replacement of both 12-volt batteries with new housings, brackets and fusing as a works kit; component modifications and retrofit kits; the immobilizer-harness revision for damage or unfavourable routing; updates around battery and park-brake systems. In contrast to the Jesko, NO large publicly known safety recall campaign stands against the Regera — the record is bulletins, rolling optimisation, works updates. Formulation discipline in both directions: the TSB count is neither hidden nor sold as a defect story — it is the visible edge of close works care, and the buying question is only ever: has THIS car had ALL of it.

OWNERSHIP

FACTORY DEPENDENCY · EXTREME

The dossier's own section, adopted: practically everything in the car is Koenigsegg — components, software, hybrid technology. FACTORY DEPENDENCY = EXTREME; PARTS_DEPENDENCY = VERY HIGH — proprietary small series, exclusively through the works. The service reality against the internet myths: public owner reports of long workshop stays and software updates exist, but they are individual cases, not statistics — the register stores them as anecdote, not as finding.

SERVICE, COSTS &
PRIORITIES

The network: authorised partners incl. Semco (Munich) and Esser Automotive (Alsdorf, near Aachen), close works care from Ängelholm, mobile works engineers where needed — Sweden not mandatory for routine work; KDD, hybrid, battery, carbon and software run in works coordination. Costs: hypercar level, raised by hybrid and KDD complexity — no figures until works evidence or documented invoices exist. Priorities: complete TSB history → works service → software level → KDD → hybrid diagnosis → battery → carbon structure → electronics → engine. Halo protocol: no bands.

85

Cars — 80 planned, 85 built, sold out by mid-2017: the hybrid grand tourer of the range

0

Gear changes — one 2.73:1 ratio, one hydraulic coupling, three YASA motors: the KDD thesis

800

Volts — the first 800-volt production car, with the battery-first rule in force since

Sources: Koenigsegg factory data and model records (Regera 2016–2022, 80 planned/85 built, sold out June 2017; KDD single fixed ratio 2.73:1 with hydraulic coupling, e-drive below coupling engagement; V8 1,100 bhp petrol/1,500 E85; three YASA motors 160+2×180 kW; system 1,500 bhp/2,000 Nm; first 800-volt production car, 4.5 kWh/75 kg battery; 0–400–0 in 28.81 s, June 2023); TSB layer per NHTSA-published bulletins (e.g. TSB-23071-01, 12 V batteries replacement kit; component retrofit kits; immobilizer-harness revision per the OEMDTC layer; battery/park-brake updates) — no large public safety recall campaign against the Regera, unlike the Jesko's REC24251 (that file follows); owner-report layer stored as anecdote, not statistic, per register discipline; service and parts doctrine per the family file (File 86). No bands per halo protocol — single files decide.