

KOENIGSEGG CCX / CCXR

91

*The global Koenigsegg and the birth of the flex-fuel hypercar, 2006-2010 -
forty-nine cars, multiple identities, bought on verified factory specification*

49

Total CCX-family production 2006-2010: 30 CCX, 9 CCXR, 6 Editions, 2 Special Editions, 2 Trevita - a breakdown attributed to Koenigsegg, complicated by prototypes, conversions and upgrades

1,018 hp

CCXR output on E85 bioethanol against 806 hp for the CCX - fuel chemistry as a performance technology, and the world's first 'green supercar' narrative

1:17.6

The Top Gear lap that made the CCX famous twice - once by leaving the track, once by returning with the wing that now carries its own originality questions

US\$3.2M

The 2025 Broad Arrow result for a 2008 CCXR - the same car that made US\$825,000 in 2015; the founder-era re-rating, documented in one chassis

01 EXECUTIVE SUMMARY

The CCX family marks a more fundamental transition than the styling suggests. The CC8S proved Koenigsegg could deliver a road car; the CCR proved it could set a world record; the CCX was built to turn that achievement into a mature, globally homologated product - above all one capable of entering the United States. The CCXR then used the same platform to establish another Koenigsegg principle: alternative fuel presented not as compromise but as a source of substantially more power - 1,018 hp and 1,060 Nm on E85 against the CCX's 806 hp. The central thesis: the CCX transformed Koenigsegg from a European boutique into an internationally homologated hypercar company; the CCXR transformed fuel chemistry into a performance technology.

Four governing rules carry the paper. The Identity Rule: a CCX-family car is valued by its verified original and current factory specification, never by the badge currently attached to it. The Fuel-System Rule: in a CCXR, fuel history is mechanical history - old E85, undocumented conversion work or unstable fuel pressure threatens the engine long before the odometer matters. The Factory-Upgrade Rule: a documented Koenigsegg upgrade can improve usability and become part of a car's provenance, but it must never be confused with untouched original specification. And the Globalisation Rule: the CCX is collectible not merely because it is rare and fast, but because it was the platform that converted Koenigsegg from an early Swedish experiment into a credible international manufacturer. The buyer's line: establish what the car is today - CCX, factory-upgraded CCX, CCXR, Edition, Special Edition or Trevita - before assigning a value or planning its maintenance.

Key Finding

Forty-nine cars were produced across the family, but the population contains prototypes, demonstrators, certification vehicles, CCX-to-CCXR conversions and cars extensively respecified later in life - the badge and the sales description prove nothing. Even the counting differs: the factory-attributed breakdown lists 9 standard CCXRs, while a 2025 auction catalogue described the model as 'one of just 11 built' - conventions that fold special variants differently, stated here so no buyer is surprised by either number.

The CCXR's defining risk is chemistry: E85 is hygroscopic, aggressive toward unsuitable materials and unstable in storage. A CCXR parked for months on aged ethanol is a fuel-system restoration waiting to be invoiced - and no full-power test is run anywhere in this custody until fuel pressure is proven under load.

The market has re-rated the family emphatically: one documented 2008 CCXR sold for US\$825,000 in 2015 and for US\$3,222,500 in 2025 - the same chassis, roughly four times the money in ten years. The buyer's line the whole paper serves: verify the identity first; everything else is priced from it.

02 THE GLOBAL KOENIGSEGG

Competition Coupé X - ten years after the first prototype, a car built to pass American law as well as 400 km/h.

The name is commonly read as Competition Coupé X, the X marking the tenth anniversary of the first running CC prototype - but the substance is the development programme: American crash requirements, bumper and lighting regulations, emissions compliance, operation on 91-octane US fuel, evaporative-emissions systems, dual airbags, diagnostics, better packaging and more repeatable production. The CCX was not merely meant to be faster than the CCR; it had to be more homologatable, supportable and industrially credible. The CCR gave Koenigsegg international publicity - the CCX gave it a platform capable of becoming an international business.

Underneath sat a new carbon monocoque with aluminium honeycomb reinforcement and integrated fuel tanks - quoted at 58,000 Nm per degree of torsional rigidity with a tub weight of about 72 kg - carrying a chrome-molybdenum front subframe and a semi-stressed rear drivetrain structure, with a 45:55 weight distribution and a factory-quoted dry weight around 1,280 kg (period sources also cite lower figures; the number is variant-dependent). The usability case was deliberate: removable roof stowed in the car, roughly 120 litres of luggage, a 70-litre tank, air conditioning, adjustable pedals and steering, and the front-and-rear hydraulic lift system as standard - the dual-purpose Koenigsegg philosophy carried into a car that could also be sold in California. Pricing reflected the ambition: standard CCX broadly €450-550K before tax (US\$600-700K in early export descriptions, specified cars approaching US\$1M delivered), CCXR €550-700K before tax, the Edition programmes announced near US\$1.97M and US\$2.22M, and the Trevita commonly reported around US\$4.8M new. The phrase 'original CCX price' has no meaning without the exact variant.

03 THE KOENIGSEGG ENGINE COMES OF AGE

The same 806 hp as the CCR - and a completely different engineering intent behind it.

KOENIGSEGG CCX / CCXR - SPECIFICATION

CCX engine	4.7-litre DOHC V8, twin centrifugal superchargers, dry sump - now comprehensively Koenigsegg-engineered including its own block: ~806 hp, ~920 Nm, 8,000 rpm ceiling, developed to tolerate 91-octane US fuel and contemporary emissions law
CCXR flex-fuel	4.7-litre (Edition: 4.8) flex-fuel derivative - ~1,018 hp and 1,060 Nm on E85 from higher effective octane, more boost, revised calibration and greater fuel flow; petrol operation is legitimate but does not deliver the headline figure
Transmission	Six-speed manual CIMA transaxle, multi-plate clutch, LSD, external cooling - the two-car CCXR Special Edition debuts Koenigsegg's first F1-style paddle-shift system
Structure	New carbon monocoque, aluminium honeycomb, integrated fuel tanks - 58,000 Nm/deg, ~72 kg tub; pre-preg carbon/Kevlar body; visible-carbon construction on Edition-family cars
Chassis	Double wishbones, pushrod gas-hydraulic dampers, electronic ride height, Z-style anti-roll bars, standard hydraulic lift · 19/20-inch centre-lock wheels, Michelin PS2 (CCXR: 265/35-19 / 345/30-20); later cars optionally on Aircore carbon wheels
Brakes	Carbon-ceramic: 380 mm eight-piston front, 362 mm six-piston rear, ABS - the family's step into ceramic custody economics
Performance	0-100 km/h 3.0-3.1 s · 400+ km/h claimed (wingless CCX) · Top Gear lap 1:17.6 · 0-300-0 in 29.2 s (2008) - period factory figures

(Factory and period figures. The CCR comparison matters more than the numbers: same displacement, same induction, same headline output - but the CCX block and installation are far more proprietary, built for homologation and repeatability rather than one record. The 400+ km/h figure is a factory claim.)

04 TOP GEAR AND THE REAR WING

Famous twice on the same circuit - and the wing that became an originality question.

The CCX reached a mass audience through Top Gear: on its first test the car left the track at high speed, with the programme attributing the behaviour partly to the absence of a rear wing; a later car fitted with the optional 'Top Gear wing' returned and recorded 1:17.6 - among the programme's fastest laps for a considerable period, and listed by Koenigsegg among the model's achievements. For buyers the episode created configurations, not anecdotes: early wingless cars, cars with the single Top Gear wing, later Edition-style wings, double-wing Special Edition and Trevita configurations, and cars since modified with Agera-era aero. A rear wing's presence proves nothing about originality. Require the original build specification, the installation date and factory invoice, the associated splitter or chassis changes, and confirmation that front and rear aero remain balanced - an aftermarket wing without matching front-aero work can make the car less stable, not safer.

05 THE CCXR FUEL REVOLUTION

E85 as a performance technology - and fuel history as mechanical history.

The CCXR's importance lies less in low consumption than in using renewable fuel chemistry to make more power: E85's knock resistance permits more boost, and Koenigsegg still quotes 1,018 hp - over 200 hp beyond the CCX. The ownership consequence is the Fuel-System Rule. Establish whether the car remains a true flex-fuel vehicle: functioning ethanol-content sensing, original pumps, injectors and seals, any recalibration, long ethanol storage periods, or conversion to petrol-only operation. Ethanol is hygroscopic, chemically aggressive toward unsuitable materials and unstable in extended storage - so the inspection runs the full system: tanks, pumps, filters, injectors, regulators, hoses, seals, rails, the ethanol sensor, tank ventilation, water contamination, corrosion in metallic components, and fuel-pressure stability under boost. A CCXR is never simply parked for months on an unknown quantity of aged E85: the owner needs a factory-approved storage procedure covering fuel type, tank level, stabilisation, flushing, periodic circulation and restart. A neglected system means draining and tank cleaning, pump and injector testing, seal and hose replacement, sensor testing, pressure logging and ECU adaptation - and no full-power run until delivery is proven under load. A car that behaves on petrol can expose a marginal fuel or cooling system only at full E85 output.

06 FORTY-NINE CARS, MULTIPLE IDENTITIES

The Identity Rule: what the car is today outranks what its badge says.

CCX FAMILY - PRODUCTION BREAKDOWN (49 CARS, 2006-2010)

Standard CCX	30 cars - the 'volume' Koenigsegg of its day, and the family's most usable entry; several later factory-upgraded toward ~900-980 hp
Standard CCXR	9 cars - the flex-fuel flagship of the regular series (a 2025 catalogue's 'one of 11 built' shows how conventions fold the special variants in)
CCX / CCXR Edition	6 cars combined (2 CCX, 4 CCXR) - visible carbon, 11-spoke wheels, aggressive aero, lowered track-oriented chassis; the CCXR Edition on the 4.8-litre engine, named among Forbes' most beautiful cars in 2009
CCXR Special Edition	2 cars - double F1-style wing, larger splitter, winglets, touchscreen, and the debut of Koenigsegg's first paddle-shift system: the bridge to the Agera
CCXR Trevita	2 cars (three planned - 'Trevita', three whites) - proprietary coated-fibre 'diamond weave' carbon, commonly reported ~US\$4.8M new; effectively a two-off collector category of its own

(Breakdown attributed to Koenigsegg via RM Sotheby's, 2021. The population also contains prototypes, demonstrators, certification cars, CCX-to-CCXR conversions and later respecifications - the original and current configuration of each chassis must be verified with the factory, never inferred from the badge or the listing.)

Factory evolution is part of this family's biography - and the Factory-Upgrade Rule keeps it honest. Documented cases include output increases from 806 hp toward roughly 900-980 hp with revised management and later supercharger components, Agera-era suspension revisions (one documented 2008 CCXR sold in 2015 carried them), later wheels and aero. Four categories with four different collector implications: original factory specification; later factory-authorised upgrade; dealer-performed upgrade with factory parts; independent modification. A documented Koenigsegg upgrade can be technically desirable, better supported and historically appropriate - it is still not original specification, and an ordinary CCX later dressed in visible-carbon panels and Edition aero is not a CCX Edition. Sellers use 'Edition' casually; factory records do not.

07 EDITION, SPECIAL EDITION AND TREVITA

Visible carbon as identity - and as the family's most expensive repair category.

The Edition cars are not appearance packages: lower ride height and firmer suspension mean greater underbody vulnerability and higher aero loads, visible carbon means repair costs painted cars never see, and Edition-specific wheels and panels exist in single-digit quantities. Exposed carbon ages in its own ways - UV degradation, lacquer yellowing, resin clouding, weave distortion after repair - and inspection needs directional lighting, UV examination where appropriate, weave-direction comparison and clear-coat measurement, because a technically competent repair may remain visually obvious: the original weave cannot be recreated perfectly. The Special Edition adds the paddle-shift system - pump, accumulator, actuators, sensors, control module, calibration - more complex and more expensive to support than the manual, and a car to be bought like a prototype-era factory special. The Trevita stands alone: two cars in coated-fibre 'diamond weave' carbon that Koenigsegg describes as silvery-white with a diamond-like sparkle - authenticity of every panel, UV and lacquer condition, and weave consistency are the inspection, because even an excellent structural repair may be almost impossible to match visually. A Trevita panel cannot be treated like conventional painted carbon, and its market is private-treaty, not indexable.

08 TWENTY-YEAR-OLD HYPERCAR SYSTEMS

No single catastrophic flaw - extreme performance, low production, ageing hydraulics and fuel systems, and chassis-by-chassis variation.

The risk categories are familiar from Papers 89 and 90, sharpened by this family's systems. Forced induction: supercharger bearings and impellers, belts, tensioners, pulleys (non-standard sizes are a serious concern without matching fuel, cooling and ECU work), bypass valves, boost leaks, charge cooling - remedy hierarchy before rebuild assumptions.

Cooling: engine, charge-air, oil and gearbox circuits managed together - hoses, pumps, fans, thermostats, radiator obstruction, bleeding, full-load temperature logging; the CCXR's E85 output raises every demand. Hydraulics: the standard lift system leaks with age - hoses, accumulators, sensors, slow or uneven lifting. Ceramic brakes: discs can look usable while carrying thermal oxidation or internal damage - disc weights where factory data permits, and replacement planned at axle level. Wheels: forged alloy, magnesium-type, Edition 11-spoke, later Aircore carbon - exact identity and factory approval first; carbon wheels see no ordinary wheel shop, ever. Dry sump and transaxle carry the CCR disciplines unchanged; the electrical system adds TPMS, early infotainment and alarm age to the usual battery-first diagnosis. And the carbon structure gains one CCX-specific chapter: fuel tanks are integrated in the monocoque architecture, so an impact or a fuel smell requires investigation beyond visible panels, and every repair needs the full documentation file - assessment, NDT, materials, curing, geometry, factory sign-off.

CUSTODY ECONOMICS - PLANNING ALLOWANCES	
Servicing	Routine annual €8,000-15,000 · with technician travel €15,000-30,000 · major time-based €25,000-50,000 · recommissioning after storage €40,000-120,000
Fuel & induction	CCXR fuel-system restoration €15,000-50,000 · supercharger service €20,000-45,000 · major induction restoration €40,000-80,000 · cooling overhaul €15,000-40,000
Driveline	Clutch €20,000-50,000 · manual transaxle repair €40,000-100,000+ · full rebuild €80,000-175,000+ · paddle-shift hydraulic repair €25,000-75,000+
Chassis & wheels	Suspension/damper refresh €20,000-60,000 · lift-system overhaul €10,000-35,000 · ceramic brake replacement €50,000-100,000+ · metal-wheel work €10,000-40,000, carbon wheels by factory quotation
Carbon & majors	Visible-carbon cosmetic repair €20,000-75,000 · structural carbon €100,000-400,000+ · engine rebuild €125,000-300,000+ · Trevita panels: exceptional factory quotation

(Planning allowances, not tariffs. Five-year reserves: current standard CCX €100,000-200,000 · correctly fuel-managed CCXR €125,000-250,000 · Edition/Special Edition €175,000-350,000 · long-stored, modified or undocumented €300,000-700,000+ · Trevita budgeted individually. Insurance: agreed value only - roughly €12-30K/yr restricted, €25-60K limited road use, €50-100K+ broader use at €1.5-3M values; specials individually underwritten.)

09 FROM DEPRECIATED EXOTIC TO FOUNDER-ERA ASSET

One chassis tells the whole story: US\$825,000 in 2015, US\$3,222,500 in 2025.

The trajectory has four phases, and for once a single car documents it. 2006-2010: extreme price against limited brand depth. 2011-2016: Agera-era displacement - a 2008 CCXR with factory upgrades including Agera-style suspension sold at RM Sotheby's Monterey in 2015 for US\$825,000, around or below original money. 2017-2021: brand validation - a 1,000-mile 2008 CCX made US\$1,215,000 at Monterey in 2021. 2022 onward: founder-era scarcity premium - in August 2025 Broad Arrow sold a 2008 CCXR for US\$3,222,500, a model record, and the press material noted it was the same vehicle that had sold in 2015: roughly four times the money in ten years. A December 2024 Bonhams CCXR with unusual developmental history failed to sell against a £1.4-1.8M estimate - a reminder that irregular chassis are poor benchmarks in a family where identity is everything.

CCX FAMILY - WORKING VALUATION FRAMEWORK, MID-2026

Standard CCX	€1.2-1.6M recommissioning or unresolved modifications · €1.6-2.1M strong, documented, factory-supported · €2.1-2.6M+ exceptional original or important provenance
Standard CCXR	€1.7-2.2M fuel-system or configuration work needed · €2.2-2.9M strong, current, factory-supported · €2.9-3.5M+ exceptional original (the 2025 US\$3.2M result sits here)
CCX Edition	~€2.5-3.5M+ by identity and originality - two cars; factory confirmation of Edition birth status is the entire question
CCXR Edition	~€3.0-4.5M+ by chassis and provenance - four cars, 4.8-litre engine, visible carbon
Special Edition & Trevita	€4-6M+ potential (2 Special Editions) and €5-8M+ potential (2 Trevita) - too few transactions for dependable ranges; effectively private-treaty markets

(Analytical estimates, not an index - standard cars, Editions and Trevitas must never be combined into one price category. Anchors: US\$825K (RM 2015, upgraded CCXR), US\$1,215,000 (RM 2021 CCX, 1,000 miles), US\$3,222,500 (Broad Arrow 2025, same CCXR as 2015); the Bonhams 2024 no-sale excluded as a developmental outlier.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	Mature for an early Koenigsegg - the CCX is the family's most usable car; the CCXR adds fuel-chemistry custody; specials add system complexity
Maintenance costs	□□□□	€100-250K five-year reserves for standard cars kept current - ceramics, paddle hydraulics and visible carbon escalate the specials
Parts availability	□□□□	Better than CC8S/CCR - a real factory network era - but still remanufacture, quotation and patience for anything model-specific
Investment potential	□□□□	The first global Koenigsegg and the first flex-fuel hypercar - with the 2015-2025 same-car quadrupling as the family's own evidence

MARQUE BUYING SCORE - KOENIGSEGG CCX / CCXR

Category	Original car (factory-supported)	Factory-upgraded car (documented)	Converted or unverified car
Reliability	6.5 / 10	6.5 / 10	4 / 10
Driving experience	9 / 10	9 / 10	8.5 / 10
Ownership cost	2.5 / 10	2.5 / 10	1.5 / 10
Parts availability	2.5 / 10	2.5 / 10	1.5 / 10
Long-term collectability	9.5 / 10	8.5 / 10	5 / 10
Investment potential	8.5 / 10	7.5 / 10	4 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The third column prices the family's defining trap - the supposed CCXR that began as a CCX, with incomplete conversion records, unknown boost and aged E85.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Koenigsegg documentation (CCX as third-generation global car; 806 hp/920 Nm on 91-octane-tolerant 4.7 V8, 8,000 rpm; CCXR 1,018 hp/1,060 Nm on E85, 'first green supercar'; 58,000 Nm/deg monocoque, ~72 kg tub, integrated tanks, 45:55, standard hydraulic lift; carbon-ceramic 380/362 mm brakes; CCXR tyres 265/35-19 and 345/30-20; Special Edition paddle-shift debut; Trevita coated-fibre process; Top Gear 1:17.6 and 0-300-0 in 29.2 s among listed records; 400+ km/h claim treated as claim), the 49-car breakdown attributed to Koenigsegg via RM Sotheby's (30/9/6/2/2) with the 2025 'one of 11' counting variant noted, period pricing (CCX €450-550K, CCXR €550-700K before tax; Editions announced ~US\$1.97M/US\$2.22M; Trevita ~US\$4.8M reported), market anchors (RM Monterey 2015: 2008 CCXR with factory upgrades, US\$825,000 · RM Monterey 2021: 2008 CCX, 1,000 miles, US\$1,215,000 · Broad Arrow Monterey 2025: the same 2008 CCXR as 2015, US\$3,222,500, model record · Bonhams London 2024: developmental CCXR unsold at £1.4-1.8M), and registry-level chassis histories treated as leads only. Working bands are analytical estimates. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

10 THE BUYING PROTOCOL - AND SYNTHESIS

Identity, fuel, upgrade status, support - the four rules run in order, then the car.

The protocol: identity verified with Koenigsegg (VIN, original model, current factory designation, Edition/Special/Trevita status, every upgrade, engine and gearbox numbers); the CCXR fuel system proven (sensor, pumps, injectors, lines, tank condition, water contamination, pressure under boost); the systems file (cold start, supercharger balance, boost and intake-temperature data, cooling under load, transaxle hot and cold, paddle hardware where fitted, lift hydraulics, ceramic measurements, wheel identity and NDT, tyres by date); the structure (monocoque with integrated tank zones, crash structures, pickups, floor, aero mounts - imaging and NDT); and the transaction (documentation from original order to E85 usage records, conversion files where applicable, agreed-value insurance bound before completion). Drive or preserve: the standard CCX may be the best early Koenigsegg to use regularly - 750-2,500 km a year with full temperature cycles; the CCXR the same with disciplined, documented fuel management; Edition and Trevita on the factory-event model, where every kilometre carries replacement-cost exposure.

WALK AWAY - THE NON-NEGOTIABLES

Unclear factory identity · false Edition or CCXR representation · CCX-to-CCXR conversion without documentation · unsupported ECU calibration · non-standard pulleys or boost · repeated overheating · unstable fuel pressure or ethanol-system corrosion · undocumented structural carbon repair · damaged integrated tank area · paddle-shift faults without a repair plan · unsafe carbon or magnesium wheels · missing roof · no factory support available · refusal of a Koenigsegg diagnostic inspection. And the most dangerous claim: 'It is basically the same as every other CCX' - within a 49-car family containing prototypes, conversions, Editions and unique material programmes, that sentence is almost never adequate.

WHO SHOULD BUY THIS CAR

The driver: a manual standard CCX with complete history, refreshed cooling, supported software, current tyres and no structural file - the most usable early Koenigsegg.

The regular-series collector: an original standard CCXR - nine cars, confirmed flex-fuel system, original manual, complete factory history.

The technical collector: a genuine CCXR Edition; the bridge buyer: a CCXR Special Edition with the paddle-shift file complete; the top tier: a Trevita, bought as a two-off material artefact.

Not: the supposed CCXR that began as a CCX - incomplete conversion records, unknown boost, aged E85, long storage, no factory relationship; the family's highest-risk purchase.

BOTTOM LINE

Forty-nine cars, 2006-2010, one platform and five identities - the first global Koenigsegg, the first flex-fuel hypercar, the Top Gear car, the paddle-shift bridge and the diamond-weave two-off. No single defect; the risk is identity, ethanol, heat and visible carbon. €1.2-3.5M working bands for standard cars, specials to €8M+ potential, €100-700K five-year reserves by profile. Establish what the car is today - then, and only then, what it is worth.

ONE-SENTENCE VERDICT

The CCX family is Koenigsegg becoming an international company in forty-nine individually specified cars - bought on verified factory identity, fuelled and stored with discipline, and re-rated by a market that finally understood what the platform proved.

SOURCES

Koenigsegg documentation: CCX third generation, minimal carryover, new engine, suspension and aerodynamics; 0-100 in 3.0 s, 0-200 in 9.05 s, 1.5 G, 400+ km/h claimed without wing; Top Gear 1:17.60 among listed records; 0-300-0 29.2 s (2008); Nürburgring demonstration 2006; CCX Edition (2 cars, 4.8-litre, 11-spoke wheels); CCXR 1,018 hp/1,060 Nm on E85, 'world's first green supercar', over 200 hp gain; CCXR Edition (4 cars; Forbes 'most beautiful' 2009); CCXR Special Edition (2 cars, first F1-style paddle shift, double wing, touchscreen); Trevita coated-fibre silvery-white carbon (2 built, 3 planned); CCXR tyres 265/35-19 / 345/30-20. Structure: monocoque 58,000 Nm/deg, ~72 kg tub, integrated tanks, chrome-moly front subframe, 45:55, ~1,280 kg dry (factory-quoted; period sources vary), 70 l fuel, ~120 l luggage, standard hydraulic lift; carbon-ceramic 380/362 mm brakes. Production: 49 cars 2006-2010 - 30 CCX / 9 CCXR / 6 Edition / 2 Special Edition / 2 Trevita, attributed to Koenigsegg via RM Sotheby's (2021); 2025 catalogue convention 'one of 11 built' for the CCXR noted; population includes prototypes, demonstrators, conversions and later respecifications - factory verification mandatory. Pricing when new: CCX ~€450-550K/US\$600-700K+, CCXR ~€550-700K before tax, Editions announced ~US\$1.97M/2.22M, Trevita ~US\$4.8M reported. Market: RM Monterey 2015 - 2008 CCXR with factory upgrades (incl. Agera-style suspension), US\$825,000; RM Monterey 2021 - 2008 CCX, 1,000 miles, US\$1,215,000; Broad Arrow Monterey, August 2025 - 2008 CCXR, US\$3,222,500, model record, same vehicle as the 2015 sale; Bonhams London, December 2024 - developmental CCXR unsold, estimate £1.4-1.8M. Working bands are analytical estimates by variant. Support: Koenigsegg authorised network and travelling technicians; service annual or 12,000 km. Companion documents: Buyer's Checklist No. 91 and Model File 86; Papers 88-90 for context. Values are indicative frameworks, not valuations; nothing here is investment advice.