

KOENIGSEGG AGERA

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*The model that turned Koenigsegg into a modern hypercar manufacturer -
seven standard cars, bought on chassis, configuration and service continuity*

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Standard Ageras built from 2010 before the R, S and later derivatives took over - within a 30-car Agera/R/S group stated by Koenigsegg; rarer than almost every later model

960 hp

5.0-litre twin-turbo V8 at 1.3 bar - 1,100 Nm, 7,500 rpm, 197 kg engine weight; the platform that carried Koenigsegg to the One:1, RS and Jesko era

€15,928

The documented 2024 official service on the 20,000 km Agera X - real-world evidence that a maintained Agera services in five figures, not six

€1.92M

The Agera X result at RM Sotheby's Paris, February 2025 - a driven, matte-carbon car re-rated far above its ~€1M base price when new

01 EXECUTIVE SUMMARY

The Agera was not merely the successor to the CCX. It was the point at which Koenigsegg's engine, transmission, electronics, chassis and design philosophies converged into a genuinely modern product platform: a new 5.0-litre twin-turbo V8 of 960 hp, the company's own compact seven-speed transmission with electronic differential, solid-state electrical architecture, adaptive aerodynamics and a stiffer monocoque. Only seven standard Ageras were built before the R, S and later derivatives took over - within the 30-car Agera/R/S group Koenigsegg describes - making the original rarer than the Agera R, the Agera S, the Agera RS, the Regera and almost every later series Koenigsegg. This paper treats the seven-car original; the later derivatives keep their own papers because their powertrains, aerodynamics and markets differ materially.

Four governing rules carry the paper. The Original-Platform Rule: the standard Agera is collectible because it introduced the architecture that defined Koenigsegg's modern era, not because it matches later derivatives in absolute performance. The Configuration-Continuity Rule: factory evolution can be part of an Agera's legitimate biography, but original and later specification must be documented separately. The Activity Rule: a regularly exercised, properly serviced Agera is often a safer proposition than a delivery-mileage car whose hydraulic, electrical and thermal systems have sat dormant. And the Relationship Rule: Christian von Koenigsegg is unusually visible to owners, but the durable collector asset is the documented institutional relationship with Koenigsegg Automotive - not presumed personal access to its founder. The buyer's line: buy the individual chassis, its present factory configuration and its service continuity - not the name attached to it when it left Ängelholm.

Key Finding

'Seven standard Ageras' describes original production status, not current condition: cars have been renamed by owners, respecified, repainted, fitted with later lights, mirrors and aero, upgraded mechanically and returned to the factory for extensive work. As across this marque, the badge proves nothing - the factory file does.

The Agera's greatest enemy is not mileage; it is extended inactivity combined with deferred software, hydraulic, fuel and thermal maintenance. The documented benchmark car - the matte-carbon Agera X - had covered over 20,000 km, received an official €15,928 service in October 2024, and sold for €1,917,500 three months later.

The buyer's line the whole paper serves: a current factory inspection, complete configuration record and written support commitment are the warranty that still exists - and the most dangerous phrase in this custody is 'it is basically an early Agera R'.

02 SEVEN CARS THAT CREATED THE MODERN KOENIGSEGG

'To act' in Swedish, 'ageless' in Greek - and a platform decision disguised as a model launch.

The CCX generation globalised Koenigsegg; the Agera generation matured it. Koenigsegg explains the name two ways - agera, 'to act' in Swedish, and a reference to ageratos, ancient Greek for ageless - and both fit: a decisive technical step, in a design meant to outlast fashion cycles. Compared with the CCX the Agera brought the new engine, the in-house seven-speed,

an electronically controlled differential, solid-state electronics, adaptive aero, a redesigned interior and greater rigidity - a platform deliberately capable of carrying the increasingly extreme derivatives that followed. Top Gear named it 2010 Hypercar of the Year; the market took longer to understand what it was looking at.

A defensible working figure for a standard Agera when new is about €1 million before taxes and options, with contemporary summaries slightly above that and the Agera R near €1.2 million - and bespoke content (exposed carbon, special aero, custom wheels, interior work) could move an invoice materially. Allocation was relationship-led rather than points-based: established collectors, repeat CCX/CCXR customers, deposits, long specification dialogues, factory handovers - early Agera owners were already programme partners rather than anonymous purchasers, a culture that hardened into the formal allocation systems of the later cars.

03 FROM SUPERCHARGERS TO TWIN TURBOS

The 5.0-litre engine that powered a dynasty - and an exhaust idea worth a claimed 300 horsepower.

KOENIGSEGG AGERA - SPECIFICATION

Engine	5.0-litre aluminium DOHC V8, twin turbochargers at 1.3 bar, dry sump, carbon intake manifold, Inconel exhaust manifolds - 960 hp at 7,100 rpm, 1,100 Nm at 4,000 rpm, 7,500 rpm redline, 197 kg engine weight; the basis of R, S, One:1, RS, Regera and Jesko-related development
Exhaust innovation	Pre-catalyst placed behind the wastegate rather than the turbine - Koenigsegg claims back-pressure reduced by a factor of three, worth some 300 hp without detonation from hot residual gas
Transmission	Koenigsegg/CIMA seven-speed: primary single clutch plus a smaller secondary wet clutch for torque-fill - dual-clutch shift speed without dual-clutch weight; paddle shift, electronic differential
Structure	Carbon monocoque with aluminium honeycomb and integrated tanks - 65,000 Nm/deg, ~70 kg tub; semi-stressed rear powertrain; pre-preg carbon/Kevlar body; removable hardtop stowed in the car, ~120 l luggage
Chassis	Double wishbones, pushrod gas-hydraulic dampers, adjustable ride height, Z-style anti-roll bars, electro-hydraulic steering, ESC - hydraulic lift front and rear · Vortex Generating Rims · Michelin 265/35-19 / 345/30-20 rated beyond 420 km/h
Brakes & aero	Ceramic 392 mm six-piston front, 380 mm four-piston rear · adaptive rear wing, Cd ~0.33-0.37, ~300 kg downforce at 250 km/h, flat floor and venturi tunnels
Production	7 standard cars from 2010 (within the 30-car Agera/R/S group) · ~1,435 kg curb · ~€1M base when new · Top Gear Hypercar of the Year 2010

(Factory figures; the 300 hp exhaust benefit is a factory claim. Seven cars with individual specifications and later factory work mean the chassis file outranks this table for any particular example.)

The move from centrifugal supercharging to twin turbocharging was a technology decision - more power, efficiency and development headroom - and it defines the inspection. Turbos: compressor and turbine condition, shaft play, oil feed and return lines, wastegate operation and control, boost consistency bank-to-bank, manifold cracking, charge-pipe sealing, intercooler

efficiency, smoke, oil in the intake tract. Warning signs are specific: delayed boost on one bank, unequal turbo sound, boost oscillation, repeated overboost faults, wastegate-control errors, non-factory calibration. The remedy sequence starts with logs and pressure tests and ends - only ends - with factory-approved rebuild; and no one raises boost or fits later hardware without matching software, fuel and cooling changes. Cooling and dry sump carry the family disciplines: preventive refresh over piecemeal repair, any overheating history investigated into cylinder sealing, turbo lubrication, catalysts and nearby composites - and the oil-level procedure comes from the factory for the specific chassis, never from generic dry-sump assumptions.

04 THE KOENIGSEGG SEVEN-SPEED

Not the dual-clutch it is often called - and a gearbox an ordinary DCT specialist can misunderstand.

The transmission is frequently described as a dual-clutch unit; its operating concept is more unusual. Developed with CIMA, it combines a primary single-clutch transmission with a smaller secondary wet clutch providing rapid torque-fill - dual-clutch-like shift speed without the weight and packaging of a conventional twin-clutch box, plus paddle shifting and the electronic differential. The inspection file: cold and hot engagement, take-up and creep, reverse selection, shift timing, hydraulic pressure and pump cycling, accumulators, position sensors, clutch temperature, differential function, oil and cooler, mounts, logged shift errors. The diagnostic order is the discipline: battery voltage and electrical integrity first, then software and adaptation status, then hydraulic pressure, clutch wear and calibration, actuators and sensors, mounts and driveshafts - and internal gearbox condition last. Opening the transmission is the final step, never the first, and much of what presents as a gearbox fault on this car is a voltage fault wearing a disguise.

05 THE CARBON PLATFORM AND THE SOLID-STATE CAR

A 70 kg tub with the fuel inside it - and an electrical system with no ordinary fuses to check.

The monocoque carries the CCX lessons further: aluminium honeycomb, integrated fuel tanks, 65,000 Nm per degree at roughly 70 kg. The inspection priorities follow: tub and integrated tank areas, crash structures, powertrain interfaces, pickups, roof aperture, sills, floor, aero mounts, jacking points - with underbody imaging, geometry against factory data and NDT where indicated, and written confirmation that any previous repair remains factory-recognised. Heat damage near the exhaust and impact near the tanks are the Agera-specific chapters. Exposed and matte carbon deserve their own paragraph: the Agera X is thought to be the first Koenigsegg factory-finished in satin rather than gloss, and matte finishes are especially hard to repair invisibly - gloss-level changes read as clearly as weave mismatch, so panel history and directional-light inspection matter more, not less.

The electrical architecture is the other half of the modern platform: programmable semiconductor power distribution over CAN-bus, without a conventional fuse-and-relay layout. It reduced wiring and enabled sophisticated control - and it makes diagnosis software-dependent. The ownership consequences are practical: false warnings, intermittent modules, lift-system and window faults, gearbox errors and battery-management problems frequently trace to low voltage in the lightweight lithium battery system. Battery discipline is therefore rule one: the factory-approved conditioner, stable storage power, documented replacement with the correctly specified and integrated unit, no generic jump-starts, and no aftermarket alarms or trackers without approval. A weak battery on this car does not present as a weak battery - it presents as everything else.

06 SEVEN CHASSIS, SEVEN IDENTITIES

The Agera X case - and why owner nicknames, factory refits and aero drift make the file the car.

The 2011 Agera X illustrates every rule in this paper: exposed matte carbon, a distinctive two-tier rear wing, a cabin refitted at the factory in 2020, Ghost Squadron event history, more than 20,000 km - and an owner-era name that is not an official variant. Standard Ageras may now carry factory double-deck wings, R-style aero, RS-style mirrors, One:1-inspired parts, later lights or modified exhausts: a later factory package can be legitimate and valuable, but it changes the originality profile, and the original parts should ideally stay with the car. The Vortex Generating Rims add a uniquely Agera check: each wheel is directionally designed as an air turbine and all four differ - correct corner and direction verified, or part of the design is quietly defeated. The documented US recall is almost a curiosity: one 2013 Agera, a TPMS warning that could fail to re-illuminate, fixed by software with the known owner - but it proves the point that campaign status is confirmed VIN-specifically with the factory, never by public model-level searches. And reported incidents across the wider Agera generation divide into three categories - driver or road incident, development incident, and mechanical or safety campaign - of which only the third, with factory or regulatory evidence, ever describes a defect. There is no credible evidence of a universal catastrophic failure in the seven standard cars; the honest risk map is low-voltage and software faults, cooling and heat management, the turbo system, transmission hydraulics, suspension and lift hydraulics, carbon and aero damage, and storage-related deterioration - the Activity Rule, expressed as a parts list.

07 SERVICE AS AN ENGINEERING RELATIONSHIP

Annual or 12,000 km, travelling technicians, one documented €15,928 invoice - and the founder's actual role, stated precisely.

Koenigsegg's support model combines authorised dealers, travelling technicians, factory transport, remote diagnosis, recommissioning and chassis-specific updates, on the stated annual-or-12,000 km rhythm. It is a strength, not a promise: parts are not instantly available, not every fault resolves locally, and for obsolete components the answer may be remanufacture,

later-model substitution, new software or transport to Sweden - an engineering response, not a dealership warranty process. The real-world evidence is encouraging: the Agera X received an official service at SEMCO Motors in October 2024 with a documented invoice of €15,928 at about 20,367 km - proof that a maintained, regularly used Agera services in five figures. That number is not a tariff: it excludes deferred maintenance, international transport and any overhaul. And the Relationship Rule deserves its precise wording: Christian von Koenigsegg is unusually accessible - owner gatherings, direct conversations, involvement in specifications and special projects - but there is no evidence he routinely communicates with every owner or handles service decisions personally. Customer care is delivered institutionally, through the company, its engineers, technicians and dealers; the durable asset is that documented institutional relationship, and the paper prices nothing else.

CUSTODY ECONOMICS - PLANNING ALLOWANCES

Servicing	Routine annual €12,000-20,000 · with travel or transport €18,000-35,000 · major time-based €30,000-60,000 · recommissioning after storage €50,000-150,000 - the €15,928 SEMCO invoice is the documented ordinary case
Turbo & thermal	Cooling overhaul €15,000-45,000 · turbo-system repair €25,000-75,000 · both turbos with hardware €60,000-150,000+
Transmission	Hydraulic repair €20,000-60,000 · clutch and adaptation €30,000-70,000 · major transmission repair €75,000-200,000+
Chassis & systems	Suspension/damper refresh €25,000-70,000 · lift overhaul €10,000-40,000 · ceramic brakes €50,000-120,000+ · active-aero repair €15,000-50,000+ · wheels by factory quotation
Carbon & majors	Exposed-carbon cosmetic repair €20,000-100,000 · structural carbon €150,000-500,000+ · engine rebuild €150,000-350,000+

(Planning allowances, not tariffs. Five-year reserves: current, regularly used car €125,000-225,000 · low-use car with deferred age-related work €225,000-400,000 · modified, long-stored or incompletely documented €400,000-800,000+ - insurance, storage, taxation and transport additional. Agreed-value insurance only, as across this marque.)

08 THE €1.9 MILLION BENCHMARK

From ~€1M new through the derivative shadow to founder-era recognition - on one public transaction.

The trajectory: 2010-2014, a new-car premium with uncertain residuals; 2014-2018, overshadowed by its own descendants as the One:1 and Agera RS drew the attention; 2018-2023, lineage reassessment once Agera production ended - one of seven, the first application of the platform, an unusually usable founder-era car; 2024 onward, established recognition. The public benchmark: the Agera X sold at RM Sotheby's Paris on 5 February 2025 for €1,917,500 with roughly 20,000 km - informative, and not the value of every Agera, because the X is unusually specified and comparatively high-mileage. The standard Agera has not appreciated as aggressively as the best One:1 and RS cars - and that relative discount may be part of its attraction.

AGERA - WORKING VALUATION FRAMEWORK, MID-2026

Recommissioning candidates €1.5-1.9M - cars requiring recommissioning or with unresolved configuration questions

Strong supported cars €1.9-2.5M - factory-supported, well-documented examples with current service (the 2025 benchmark sits at this band's floor)

Exceptional cars €2.5-3.2M+ - exceptional originality, low mileage or important provenance

Unique specifications Above the range by chassis - unique factory specification with major historical significance prices individually in a seven-car market

(Analytical estimates, not an index - the transaction population is too small for a reliable average, and one public sale can distort perception. There is no defensible way to identify a peak in a seven-car market: high nominal prices, yes; cyclical evidence, no.)

OWNERSHIP VERDICT - THE RATINGS

Reliability □□□□ A modern platform that ages through inactivity, not mileage - voltage, hydraulics and heat decide; the 20,000 km benchmark car is the argument

Maintenance costs □□□□ Five-figure ordinary services (€15,928 documented) - but turbo, transmission and carbon events escalate to six figures quickly

Parts availability □□□□ Factory network era, engineering-response support - remanufacture, substitution and Sweden remain the path for the bespoke

Investment potential □□□□ Seven cars, the origin of the modern platform, priced below its own descendants - strong case, thin market, chassis-specific outcomes

MARQUE BUYING SCORE - KOENIGSEGG AGERA

Category	Original, factory-supported car	Factory-evolved car (documented)	Dormant delivery-mileage car
Reliability	6.5 / 10	6.5 / 10	3.5 / 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	2 / 10
Long-term collectability	9.5 / 10	8.5 / 10	5.5 / 10
Investment potential	8 / 10	7.5 / 10	4.5 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The third column prices this model's defining trap - the static low-mileage car with old hoses and pumps, no voltage history, no recent full-load test and adaptation faults waiting in the transmission.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Koenigsegg documentation (30 cars across Agera/R/S; name from agera/'to act' and ageratos/'ageless'; 5.0 twin-turbo V8, 960 hp, 1,100 Nm, 7,500 rpm, 197 kg, 1.3 bar, carbon intake, Inconel manifolds; pre-cat behind wastegate with claimed 3x back-pressure reduction worth ~300 hp; seven-speed single-plus-secondary-clutch transmission with CIMA; 65,000 Nm/deg monocoque, ~70 kg tub, integrated tanks; Vortex Generating Rims; tyres rated beyond 420 km/h; ceramic 392/380 mm brakes; Cd 0.33-0.37, ~300 kg at 250 km/h; ~1,435 kg curb; Top Gear Hypercar of the Year 2010), the seven-standard-car statement via RM Sotheby's, the single-vehicle 2013 US TPMS recall (software remedy with the known owner), and the Agera X public record (RM Sotheby's Paris, 5 February 2025: €1,917,500, ~20,367 km, exposed matte carbon believed the factory's first satin finish, factory-refitted cabin 2020, Ghost Squadron history, documented SEMCO Motors service invoice €15,928, October 2024). Working bands are analytical estimates in a seven-car market. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 THE BUYING PROTOCOL - AND SYNTHESIS

Buy when the right chassis appears, not when a chart says so - a seven-car market does not reward waiting for corrections.

The timing question answers itself in a seven-car market: the correct time to buy is when a suitable chassis appears with transparent factory records, recent authorised service, clean carbon, supported software, correct transmission operation, documented configuration, insurability and a credible five-year plan - waiting for a theoretical 20% correction may mean never seeing the right car again. Wait instead when the seller prices a standard car as an RS, when modifications lack documentation, when the factory has not reviewed the car, when service is overdue, or when the purchase depends on rapid resale or cannot absorb a €200,000 surprise. The protocol itself: identity and provenance (original Agera status, chassis number, original colour and carbon treatment, every factory upgrade, owner nickname distinguished from official variant, campaign statement); engine (cold start, boost logs, turbo balance, wastegates, fuel pressure, analyses, calibration); transmission (battery voltage first, then pressure, clutch, sensors, full-load shifts); structure (tub, tank areas, aero mounts, imaging and NDT); suspension, lift, ceramics and wheels; electrical and software (module scan, versions, TPMS, active aero, historic faults). Then the transaction, with agreed-value insurance bound before completion.

WALK AWAY - THE NON-NEGOTIABLES

Uncertain chassis identity · seller refusal to involve Koenigsegg · undocumented structural carbon repair · damage near the integrated tanks · unsupported ECU calibration or non-factory boost · recurrent overheating · unstable transmission pressure or undiagnosed shift faults · missing roof · damaged centre-lock wheels without replacement · extensive aftermarket electrical work · incomplete accident records · agreed-value insurance unobtainable · no credible service route. And the most dangerous phrase: 'It is basically an early Agera R' - the standard Agera has its own historical identity, and unverified attempts to turn it into a later derivative destroy precisely what makes it collectible.

WHO SHOULD BUY THIS CAR

The collector: a highly original standard Agera - original exterior, interior and components, complete factory archive, no structural repair, current service.

The driver: a 10,000-25,000 km car with regular exercise, documented factory updates, fresh suspension, current tyres and a healthy transmission - the Agera X profile, and arguably the best-driving early Koenigsegg custody.

The long-term buyer: a standard Agera priced materially below an R or RS despite clean history and complete support - the platform car at a relative discount.

Not: the delivery-mileage example with long static periods, unknown voltage history, original old hoses and pumps, no recent full-load test and unresolved carbon questions - this model's highest-risk profile.

BOTTOM LINE

Seven cars from 2010, 960 hp, the engine, gearbox and electronics that built everything after - the modern Koenigsegg begins here. No universal defect; the enemies are dormancy, voltage and deferred hydraulics. €1.5-3.2M+ working bands around one €1.92M public anchor, €125-800K five-year reserves by profile, five-figure ordinary services documented. Buy the chassis, its configuration and its service continuity - and never pay RS money for later parts on an early car.

ONE-SENTENCE VERDICT

The standard Agera is the origin of the modern Koenigsegg in seven individually specified cars - bought on factory configuration and service continuity, kept alive by use rather than storage, and collectible precisely for what it started rather than what it outruns.

SOURCES

Koenigsegg documentation: Agera name (agera, 'to act'; ageratos, 'ageless'); 30 cars across Agera, Agera R and Agera S; 5.0-litre twin-turbo V8 - 960 hp at 7,100 rpm, 1,100 Nm at 4,000 rpm, 7,500 rpm redline, 197 kg, 1.3 bar, carbon intake manifold, Inconel manifolds, dry sump; pre-catalyst behind the wastegate (claimed 3x back-pressure reduction, ~300 hp benefit - treated as factory claim); seven-speed transmission developed with CIMA (primary single clutch plus secondary wet torque-fill clutch, paddle shift, electronic differential); monocoque 65,000 Nm/deg, ~70 kg tub, integrated tanks; solid-state programmable electrical architecture over CAN-bus; Vortex Generating Rims (directional, four individual designs); Michelin 265/35-19 / 345/30-20 rated 420+ km/h; ceramic 392/380 mm brakes; adaptive wing, Cd ~0.33-0.37, ~300 kg downforce at 250 km/h; ~1,435 kg curb; removable hardtop, ~120 l luggage; Top Gear Hypercar of the Year 2010. Production: seven standard Ageras (per RM Sotheby's, describing the Agera X as one of seven before R, S and RS variants) - original status, not necessarily current specification. Recall: single 2013 US car, TPMS warning logic, software remedy with the known owner. Service model: annual or 12,000 km; authorised dealers and travelling technicians; founder unusually present in the owner ecosystem while care is delivered institutionally. Market: RM Sotheby's Paris, 5 February 2025 - 2011 Agera 'X', VIN 7088, ~20,367 km, exposed matte carbon (believed first factory satin finish), factory-refitted cabin (2020), Ghost Squadron history, SEMCO Motors service October 2024 (documented invoice €15,928), sold €1,917,500. Working bands €1.5-1.9M / €1.9-2.5M / €2.5-3.2M+ are analytical estimates. Companion documents: Buyer's Checklist No. 86 and Model File 86; Papers 88-91 for context. Values are indicative frameworks, not valuations; nothing here is investment advice.