

KOENIGSEGG AGERA R / S

93

*The evolution from the original Agera toward the world's fastest road cars,
2011-2014 - with the bespoke Agera S commissions HH and Hundra*

18 + 5

Agera R (2011-2014) and Agera S (2012-2014) production - completing the 30-car Agera/R/S group with the seven original cars

1,140 hp

Agera R on E85/E100 biofuel (960 hp on 95 octane) - flex-fuel chemistry as the power source, with no driver intervention required

21.19 s

The 0-300-0 km/h world record set in 2011 - beaten only by Koenigsegg's own One:1 four years later

AirCore

The Agera S debuts the in-house hollow carbon wheel - roughly 40% lighter than comparable alloys, and a marque signature ever since

01 EXECUTIVE SUMMARY

If the standard Agera created the platform, the Agera R proved its ultimate potential - and the Agera S demonstrated that Koenigsegg could achieve almost identical performance without ethanol. Eighteen Agera R were built from 2011 to 2014, drawing on the CCXR's ethanol experience to reach 1,140 hp and 1,200 Nm on E85/E100 with full flex-fuel flexibility; five Agera S followed from 2012 for markets without reliable E85, re-engineered to extract 1,030 hp and 1,100 Nm from premium petrol - the first Koenigsegg past 1,000 hp without ethanol. Together with the seven original cars they complete the 30-car group Koenigsegg recognises before the One:1 and Agera RS programmes. Both cars are the technological bridge to those programmes - and two bespoke Agera S commissions, the US-market HH and the 100th-car Hundra, stand inside the five as individual collector categories of their own.

One coined rule carries the paper alongside the four inherited from Paper 92. The Fuel-Identity Rule: the Agera R and Agera S are separated not by hardware ambition but by fuel chemistry - the variant's fuel identity defines its power figures, its original market, its fuel-system custody and its collector category, and a buyer who cannot state which fuel identity the car was built around has not yet identified the car. Everything from Paper 92 still applies: configuration continuity, the activity principle, the institutional relationship - and the buyer's line remains chassis, configuration and service continuity before the badge.

Key Finding

The Agera R's flex-fuel system was extraordinary in 2011: automatic adaptation across 95 and 98 octane, E85, E100 and any blend between, with a return-less fuel system Koenigsegg sized for the flow of a notional 2,000 hp petrol engine. It also debuted the ceramic piston brake system, reduced-inertia turbochargers, the aero exhaust and front winglets - developments that became standard practice on later Koenigseggs.

The Agera S is rarer than the R (five against eighteen), first on AirCore hollow carbon wheels, and 400+ km/h capable on pump petrol - and two of the five are bespoke commissions: HH (chassis 7099, the only US-market Agera S) and Hundra (the 100th Koenigsegg, 24-carat gold leaf). The 'standard Agera S' is therefore a three-car population.

No documented widespread design failures exist in either variant - the ownership risks are the Paper 92 philosophy verbatim: storage, cooling, hydraulics, electronics - plus the R's ethanol fuel-system custody and the S's carbon-wheel inspection discipline.

02 EIGHTEEN AND FIVE - THE BRANCHES OF THE PLATFORM

One platform, two fuel identities - and the reason each variant exists is written in the fuel infrastructure of its markets.

The Agera R existed because Koenigsegg already knew ethanol from the CCXR: E85 and E100 permit substantially more ignition advance and boost, so power rose from the standard car's 960 hp to 1,140 hp and torque from 1,100 to 1,200 Nm without touching displacement. The Agera S existed because large parts of the world - the Middle East, Malaysia, Singapore, Hong Kong and much of Asia - had no reliable E85 infrastructure, and Koenigsegg refused to sell a detuned R:

revised mapping, turbo calibration and combustion strategy extracted roughly 1,030 hp from premium petrol instead. The same platform, two answers to two fuel realities - and both cars proved the architecture that the One:1 and Agera RS would push further. Production is factory-clean: 18 R, 5 S, 30 in the group with the seven originals - and as everywhere in this marque, original production status is not current specification; the factory file decides what any individual car is today.

Commercially these were the cars that hardened Koenigsegg's allocation culture. Contemporary pricing put the Agera R around €1.2 million before taxes and bespoke content, the S positioned similarly for its markets - and by now the buyers were repeat customers, the specification dialogues were long, and access ran through relationships and geography rather than a price list. Several R and S cars carry heavy bespoke content from new - exposed and tinted carbon, commissioned colours, one-off interiors - which is why colour and specification history belong in every valuation conversation: in a twenty-three-car population, originality includes the paint. The distribution of the S tells its own story: built for Asia and the Middle East, most lived their early lives outside Europe, and import status, taxes and market eligibility follow each car around to this day.

03 FLEX FUEL AS A WEAPON - THE AGERA R

1,140 hp with no driver intervention - and the 2011 record that stood until Koenigsegg beat it themselves.

AGERA R / AGERA S - SPECIFICATION

Agera R engine	5.0 twin-turbo V8, 9.0:1 compression, flex-fuel: 1,140 hp / 1,200 Nm on E85/E100, 960 hp / 1,100 Nm on 95 octane - automatic adaptation via fuel sensing and ECU calibration, no driver intervention; return-less fuel system sized for a notional 2,000 hp petrol engine's flow
Agera S engine	Same architecture optimised for petrol: ~1,030 hp / 1,100 Nm on premium fuel - the first Koenigsegg over 1,000 hp without ethanol; 400+ km/h capability claimed on pump petrol; braking 30.5 m from 100 km/h
R firsts	Ceramic piston brake technology (Koenigsegg debut) · reduced-inertia turbochargers for response · aero exhaust · front side winglets · more visible carbon · raised limits over the standard car · 1.6 g lateral
S firsts	AirCore hollow one-piece carbon-fibre wheels, developed and produced in-house - roughly 40% lighter than comparable alloys: less unsprung mass and rotational inertia, better steering, braking and acceleration
The record	0-300-0 km/h in 21.19 seconds (2011) - fastest production car in the discipline, eclipsed only by the One:1 in 2015
Production	Agera R: 18 cars, 2011-2014 · Agera S: 5 cars, 2012-2014 (including the HH and Hundra commissions) - the 30-car Agera/R/S group complete

(Factory figures; the dual power ratings are the Fuel-Identity Rule in numbers - the same R makes 960 hp or 1,140 hp depending on what is in the tank, and no test drive proves the E85 figure unless the fuel and calibration are known.)

The maintenance consequences follow the chemistry. Mechanically the R and S are very similar to the standard Agera, and Paper 92's disciplines transfer whole: voltage first, turbo protocol, seven-speed diagnostic order, cooling as a system, dry-sump procedure by chassis. The R adds the CCXR's ethanol custody: sensors, injectors, pumps, lines and seals inspected for ethanol ageing, storage managed on a factory-approved fuel procedure, and fuel pressure proven under load before any full-power run - old E85 in a stored R is a finding, not a detail. Higher boost and thermal loading sharpen the turbo file: bearings, wastegates, oil lines, intercoolers and manifolds. And the S (plus any AirCore-equipped R) adds the carbon-wheel discipline: NDT, impact and delamination inspection through the factory - an AirCore wheel is never repaired conventionally, and no ordinary wheel shop touches one.

04 HH AND HUNDRA - THE BESPOKE AGERA S

Two of the five cars are commissions - one carried Koenigsegg into the United States, one celebrated its first hundred cars in gold.

HH is not another model; it is a bespoke Agera S. Chassis 7099, built 2013 and commissioned by software entrepreneur David Heinemeier Hansson - the initials match his Pagani Zonda HH - in Monterey Blue with a clear-carbon centre section, five-spoke AirCore wheels and a black-and-blue interior. It carried customer-specific US compliance changes and is the only Agera S delivered for the US market; registry accounts describe it as one of the first two Agera-family cars in the country and the sole North American example after the other was exported. Its later life is a custody lesson in itself: publicly documented ownership through prominent collectors and creators, with wraps and exhaust modifications along the way - which makes the reconciliation of current configuration against factory records exactly the exercise this library keeps prescribing. Hundra - 'one hundred' in Swedish - celebrated Koenigsegg's 100th production car on the Agera S base: exposed carbon with genuine 24-carat gold-leaf detailing applied by an Italian artisan, a unique interior, and a Geneva 2013 debut. It is not simply another Agera S; it is a corporate milestone in physical form, and one of the marque's landmark commemorative cars. Neither commission prices like the standard cars, and neither should be valued from their bands.

05 AGEING THE RECORD BRIDGE

The Paper 92 risk map, plus ethanol and carbon wheels - and a support model that matured with these cars.

No documented widespread design failures exist in either variant. The honest risk categories repeat Paper 92: storage (batteries, stale fuel, dried seals), cooling (hoses, pumps, radiators), hydraulics (lift, dampers, accumulators) and electronics (voltage, software, CAN communication) - dormancy over mileage, always. Factory support matured through the Agera era into its present form: direct communication, travelling technicians, factory recommissioning, remote diagnostics, engineering-led updates and chassis-specific support, on the annual-or-12,000 km rhythm.

Insurance follows the values: agreed-value policies only, with factory-authorised repairs, carbon-composite and AirCore wheel cover, international transport and spare-parts valuation - planning allowances of roughly €15-35K a year for restricted collector use, €30-70K for European road use, €70-120K+ for worldwide cover or very low deductibles.

Owning and driving the R and S rewards the same discipline as the standard car, with sharper edges. The warm-up ritual is non-negotiable - oil, coolant and gearbox temperatures before boost, and on the R no full-load running until the fuel identity in the tank is known and the pressure proven. At speed the R's E85 calibration delivers its extra 180 hp with the same rear-drive honesty as every Agera: no hybrid front axle, no torque vectoring to launder a mistake - fresh tyres, surface, temperature and respect. The S is the quieter custody: pump petrol anywhere in the world, the same chassis, and the AirCore wheels as its one standing care item. The sensible regime mirrors Paper 92: roughly 750-3,000 km a year, complete heat cycles, dry roads, factory or recognised tours, annual servicing regardless of distance, post-drive inspection - and for the R, a fuel log that records what went in the tank and when, because the next owner will ask.

CUSTODY ECONOMICS - PLANNING ALLOWANCES	
Servicing	Routine annual €12,000-20,000 · with travel €18,000-35,000 · major time-based €30,000-60,000 · recommissioning after storage €50,000-150,000 - the Paper 92 framework carries over
R-specific	Ethanol fuel-system restoration €15,000-50,000 · higher-boost turbo custody €25,000-75,000 (both turbos €60,000-150,000+)
S-specific	AirCore wheel inspection through the factory; replacement by individual quotation - impact or delamination ends road use until certified
Majors	Transmission €20,000-200,000+ by depth · ceramic brakes €50,000-120,000+ · exposed-carbon repair €20,000-100,000 · structural carbon €150,000-500,000+ · engine rebuild €150,000-350,000+

(Planning allowances, not tariffs. Five-year reserves mirror Paper 92: €125,000-225,000 for a current, used car · €225,000-400,000 with deferred age-related work · €400,000-800,000+ for modified or long-stored examples - the R's fuel system and the S's wheels are the variant-specific additions to every budget.)

06 FROM 'THE FASTER AGERA' TO THE FIRST FULL HYPERCAR

The market's re-reading of the R - and bands built honestly on thin public evidence.

The value observation this paper exists to make: the Agera R used to be viewed as 'the faster Agera'; today it is increasingly viewed as the first fully developed Koenigsegg hypercar - and the market has started rewarding originality, documented factory upgrades, important individual chassis and historically significant one-offs rather than simply maximum horsepower. The public evidence remains thin: no strong recent public Agera R or S transaction anchors the bands, and the family's nearest public datapoint - the standard Agera at €1,917,500 in February 2025 - sits below them, which means the R/S premium is currently carried by private-market and ask-side evidence. The paper states that openly and prices accordingly.

The trajectory follows the family pattern with its own accents. 2011-2014: new-car premium, records as marketing, residuals unknown. 2014-2018: the One:1 and RS pull the spotlight - the R reads as superseded, the S as an obscure regional variant. 2018-2023: lineage reassessment as Agera production ends and the record history matures into provenance. 2024 onward: the re-reading this section opened with - and a widening gap between documented, factory-continuous cars and everything else. In a twenty-three-car market the likely long-term pattern is the seven-car pattern writ slightly larger: strong values, very few sales, substantial chassis-specific premiums, occasional corrections, and increasing separation between excellent and compromised cars.

AGERA R / S - WORKING VALUATION FRAMEWORK, MID-2026

Agera R	€2.8-4.0M working span - by originality, colour, mileage and factory updates; eighteen cars, none of them average
Agera S	€3.2-4.5M working span - five cars, first AirCore wheels, petrol optimisation, greater rarity than the R
HH	Above the S band by commission - unique, US-homologated, publicly documented provenance; effectively impossible to value conventionally
Hundra	A commemorative category of its own - the 100th Koenigsegg, gold-leaf detailing, effectively irreplaceable; private-treaty territory

(Analytical estimates on thin public evidence - no recent transparent R/S transaction anchors these bands, and the standard Agera's €1.92M public result (2025) sits below them. Treat asks as positions; a single public sale in either direction will move this framework.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	The Paper 92 platform matured - dormancy, voltage and hydraulics decide; the R adds ethanol custody, the S adds carbon-wheel discipline
Maintenance costs	□□□□	Five-figure ordinary services on the family evidence - six-figure events in turbos, transmission, ceramics and carbon
Parts availability	□□□□	Factory network era with engineering-response support - AirCore wheels and R-specific fuel hardware are quotation territory
Investment potential	□□□□	Eighteen and five cars, the record bridge to the One:1 - the re-reading from 'faster Agera' to 'first full hypercar' is underway

MARQUE BUYING SCORE - KOENIGSEGG AGERA R / S

Category	Original R/S (factory-supported)	Factory-evolved car (documented)	Modified or dormant car
Reliability	6.5 / 10	6.5 / 10	3.5 / 10
Driving experience	9.5 / 10	9.5 / 10	9 / 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	9 / 10	5.5 / 10
Investment potential	8.5 / 10	8 / 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 the familiar traps - the stored R on old E85 with no voltage history, or the car whose wraps, exhausts and 'upgrades' no factory record supports.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Koenigsegg documentation (Agera R: 18 cars 2011-2014, 1,140 hp/1,200 Nm on E85/E100 and 960 hp/1,100 Nm on 95 octane, 9.0:1, flex-fuel with automatic adaptation, return-less fuel system sized for ~2,000 hp petrol equivalent, ceramic piston brake debut, reduced-inertia turbos, aero exhaust, winglets, 1.6 g; 0-300-0 in 21.19 s (2011), eclipsed only by the One:1 in 2015 · Agera S: 5 cars 2012-2014, ~1,030 hp/1,100 Nm on premium petrol, first AirCore hollow carbon wheels (~40% lighter than comparable alloys), 400+ km/h claimed, 30.5 m braking; Hundra commemorating the 100th Koenigsegg), registry documentation of the HH commission (Agera S chassis 7099, 2013, David Heinemeier Hansson, Monterey Blue with clear carbon, only US-market Agera S, publicly documented later ownership including wraps and exhaust modifications - treated as a configuration-reconciliation case), and the Hundra record (Geneva 2013, 24-carat gold leaf by an Italian artisan). Market: no strong recent public R/S transaction - bands €2.8-4.0M (R) and €3.2-4.5M (S) are analytical estimates carried by private and ask-side evidence, stated as such; HH and Hundra price individually. Service model: annual or 12,000 km, travelling technicians. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

07 THE BUYING PROTOCOL - AND SYNTHESIS

Twenty-three cars across two fuel identities - buy the right chassis when it appears, categorised as exactly what it is.

The protocol extends Paper 92 by one question asked first: which fuel identity is this car - R (flex-fuel, with the ethanol custody file) or S (petrol-optimised, with the AirCore file) - and is that identity intact, converted or compromised? Then the familiar sequence: identity and configuration with Koenigsegg (including any commission status - an HH or Hundra is bought as a one-off, not as the fifth or eighteenth car); voltage-first systems diagnosis; turbo, cooling and transmission protocols; carbon structure with tank zones; wheels by type with factory certification; documentation from build sheet to fuel records; agreed-value insurance bound before completion. The timing conclusion is the seven-car logic scaled to twenty-three: yes, buy - but only when the right chassis appears. Waiting for the market to soften is often unrealistic in a market this small; condition, provenance and factory support matter far more than timing.

AGERA R VERSUS AGERA S - THE BUYER'S COMPARISON

Primary purpose	R: ultimate flex-fuel performance and records · S: the same platform for markets without ethanol
Output	R: 1,140 hp on E85/E100, 960 hp on 95 octane · S: ~1,030 hp on premium petrol, always
Custody accent	R: ethanol fuel-system file and storage discipline · S: AirCore wheel certification and import history
Rarity	R: 18 cars · S: 5 cars, of which two are commissions - three standard examples worldwide
Collector argument	R: the record car and flex-fuel first · S: the rarer, quieter car with the AirCore milestone
Best ownership case	R: the documented, fuel-logged driver · S: the certified-wheel collector car with clean import papers

THE FUEL-IDENTITY RULE

The Agera R and Agera S are separated not by hardware ambition but by fuel chemistry: the variant's fuel identity defines its power figures, its original market, its fuel-system custody and its collector category. A buyer who cannot state which fuel identity the car was built around - and prove it intact - has not yet identified the car.

The Paper 92 rules apply unchanged alongside it: configuration continuity (original and later specification documented separately), activity over dormancy, and the institutional relationship with Koenigsegg as the durable asset.

WALK AWAY - THE NON-NEGOTIABLES

Fuel identity unclear or converted without documentation · unclear chassis identity or commission status · seller refusal to involve Koenigsegg · undocumented structural repair or tank-area damage · unsupported calibration or boost · ethanol system corroded or fuel pressure unstable under load · AirCore wheels with impact history and no factory certification · recurrent overheating · transmission faults undiagnosed · missing roof or original wheels · aftermarket electrical work · agreed-value insurance unobtainable. And the inherited trap, upgraded one generation: a standard Agera dressed as an R, or an R priced as an RS - the badge is not the car.

WHO SHOULD BUY THIS CAR

The record collector: an original Agera R in launch specification - the 0-300-0 car, the first flex-fuel megacar-era Koenigsegg, with the complete factory archive.

The rarity collector: one of the three standard Agera S - petrol-optimised, first AirCore wheels, rarer than the R and quieter in the market.

The commission buyer: HH or Hundra, bought as individual artefacts with public-history reconciliation done and priced accordingly.

Not: the stored R on aged E85 with no voltage history, or any car whose modifications, wraps and exhausts have never been reconciled with the factory file.

BOTTOM LINE

Eighteen R, five S, 2011-2014 - the platform proven at 1,140 hp on ethanol and 1,030 hp without it, the 0-300-0 record, the AirCore debut, and two commissions that carry their own categories. No widespread defects; the risks are dormancy, chemistry and certification. €2.8-4.5M analytical bands on thin public evidence, commissions above. Buy the fuel identity, the chassis and the factory file - the bridge to the One:1 deserves nothing less.

ONE-SENTENCE VERDICT

The Agera R and S are one platform speaking two fuel languages - twenty-three cars that turned the Agera into the world's fastest road-car family, bought on fuel identity, configuration and factory continuity, and collectible as the bridge every later record crossed.

SOURCES

Koenigsegg documentation: Agera R - 18 cars, 2011-2014; flex-fuel 5.0 twin-turbo V8, 1,140 hp/1,200 Nm on E85/E100, 960 hp/1,100 Nm on 95 octane, 9.0:1 compression, automatic fuel adaptation, return-less fuel system sized for a notional 2,000 hp petrol engine; ceramic piston brakes (debut), reduced-inertia turbochargers, aero exhaust, front winglets, visible carbon, 1.6 g lateral; 0-300-0 km/h world record 21.19 s (2011), surpassed only by the One:1 (2015). Agera S - 5 cars, 2012-2014; ~1,030 hp/1,100 Nm on premium petrol for markets without E85 (Middle East, Malaysia, Singapore, Hong Kong and parts of Asia); first Koenigsegg over 1,000 hp without ethanol; 400+ km/h claimed; 30.5 m braking; debut of in-house AirCore hollow carbon wheels (~40% lighter than comparable alloys); 30 cars recognised across Agera/R/S. Commissions: HH - bespoke Agera S, chassis 7099 (2013), commissioned by David Heinemeier Hansson, Monterey Blue with clear-carbon centre, five-spoke AirCore wheels, US compliance changes, only US-market Agera S (registry accounts: among the first two Agera-family cars in the US, sole North American example after an export), publicly documented later ownership with wraps and exhaust modifications; Hundra - the 100th Koenigsegg on the Agera S base, exposed carbon with 24-carat gold leaf applied by an Italian artisan, unique interior, Geneva 2013 debut. Market: no strong recent public R/S transactions - working bands €2.8-4.0M (R) and €3.2-4.5M (S) are analytical estimates on private and ask-side evidence; the standard Agera's €1,917,500 result (RM Paris, 2025) is the family's nearest public datapoint and sits below both bands; HH and Hundra price individually. Support: annual or 12,000 km; travelling technicians; agreed-value insurance €15-120K+/yr by use. Companion documents: Buyer's Checklist No. 87 and Model File 87; Papers 88-92 for context. Values are indicative frameworks, not valuations; nothing here is investment advice.