

KOENIGSEGG ONE:1

94

The first megacar, 2014-2015 - six customer cars and one prototype, bought as individual engineering programmes with factory telemetry as the true file

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Total production 2014-2015 - six customer cars and one development prototype; the name means one PS per kilogram, never one car

1 MW

One megawatt - 1,360 PS against 1,360 kg curb weight with fluids: the claimed first homologated production car at a one-to-one metric power-to-weight ratio

830 kg

Downforce at 440 km/h (610 kg at 260) - active wing, active front aero and ride height working as one control system that must never be altered piecemeal

€8-12M

The 2026 analytical span - from a CHF4.6M no-reserve seizure sale in 2019 to press expectations near US\$11M around the 2026 Tegernsee offering

01 EXECUTIVE SUMMARY

The One:1 was the moment Koenigsegg stopped refining the conventional hypercar and created a new performance category around one megawatt, one-to-one power-to-weight and active high-downforce aerodynamics. The name is arithmetic, not a production count: approximately 1,360 PS against 1,360 kg of running weight - curb weight with fluids and about half a tank, not a stripped dry figure - while the engine's one megawatt gave the world the word 'megacar'. Seven cars were built in 2014-2015: six customer examples, all reportedly committed around the unveiling, and one development prototype whose later life in private ownership gives it a provenance of its own. The One:1 is a sibling of the Agera R - the same recognisable architecture - re-engineered the way a homologated racing derivative treats a production platform: variable-geometry turbochargers at 1.8 bar, an 8,250 rpm limiter, roof intake, active front and rear aerodynamics, carbon suspension components and a weight-reduction programme that touched everything.

Five governing rules carry the paper, all five user-tested by this model's real history. The Name Rule: One:1 means one metric horsepower per kilogram, not one car. The Seven-Car Rule: six customer cars plus the prototype, each valued by its individual technical and historical identity. The Systems Rule: engine, fuel, transmission, suspension and active aerodynamics function as one integrated system - no major component is modified or diagnosed in isolation. The Telemetry Rule: the Nürburgring accident proved that factory telemetry is not optional history but a core part of safely maintaining the car. And the Factory Rule: a One:1 without current factory recognition and support is not merely inconvenient - it is materially impaired as a collector asset. The buyer's line: a One:1 is purchased as an individual engineering programme, never as a rare Agera derivative.

Key Finding

The defining documented incident is instructive, not damning: at the Nürburgring in July 2016 a malfunctioning front-left wheel-speed sensor locked the front wheels under braking from about 170 km/h - Koenigsegg reconstructed the event from telemetry, identified the specific failure, explained it publicly and rebuilt the car (in Naked Carbon, per registry reporting). The buyer's lesson: ABS or wheel-speed warnings on a One:1 are immediate no-drive conditions, never minor lights.

Real-world service evidence exists and is current: the 'JC' customer car offered by RM Sotheby's in July 2026 shows 4,233 km, a documented service chain (2017, 2019, 2021 at Esser Automotive; 2022; June 2026 at Esser for €28,519 including factory updates) - proof that a low-mileage One:1 still costs a high five-figure sum to keep current, and that service continuity is the asset.

The market's two public datapoints need their context: the CHF4.6M Bonhams result (Bonmont, 2019) came from a no-reserve sale of seized assets whose low estimate Koenigsegg publicly disputed - a distressed datapoint that likely understated the market even then. Press reporting around the 2026 offering referenced expectations near US\$11 million. Seven cars make an index impossible; the file makes the price.

02 WHY ONE DOES NOT MEAN ONE

Six customer positions, one prototype - and an allocation that was an invitation, not an order book.

Koenigsegg built seven One:1s in 2014-2015: one development prototype and six customer cars. The prototype completed development and record work and was eventually sold into private ownership - because that path is not clearly presented in the public model archive, its present identity and configuration deserve factory verification rather than casual treatment as a seventh customer car. Seven cars does not mean seven identical cars: each has its own colour and exposed-carbon treatment, accents, interior, customer initials, market homologation, service and event history, software state - and the prototype a fundamentally different provenance again. Contemporary pricing placed the car broadly at €2.5-3M+ before taxes and specification, with German-market figures around €3.33M widely cited; all six customer positions were reportedly committed around the public unveiling. Allocation was an invitation into a development-derived programme: existing ownership, direct factory relationship, willingness to commit before public validation and to participate in an engineering-intensive custody - no points table, no transparent application system, and no ordinary retail purchase.

03 ONE MEGAWATT - FROM AGERA R TO MEGACAR

A sibling of the Agera R, loaded like a racing derivative - and the variable-geometry turbos are the heart of the difference.

KOENIGSEGG ONE:1 - SPECIFICATION	
Engine	5.0-litre twin-turbo V8, flex-fuel (E85/E100, race fuel, high-octane petrol), variable-geometry turbochargers at ~1.8 bar, dry sump, carbon intake, Inconel exhaust, 197 kg - 1 MW / ~1,360 PS, 1,371 Nm at 6,000 rpm, 8,250 rpm limiter
The ratio	1,360 kg curb weight with fluids and ~50% fuel - the claimed first homologated production car at a one-to-one metric power-to-weight ratio; the headline deliberately avoided a stripped dry-weight figure
Transmission	Seven-speed single-input-shaft dual-clutch-type unit, paddle shift, electronic differential - Agera-family architecture at substantially higher loading
Aero & chassis	Active rear wing (Le Mans-inspired), active front underbody elements, extended venturi tunnels, active ride height - ~610 kg downforce at 260 km/h, ~830 kg at 440 km/h · Triplex rear suspension, carbon bevel springs, carbon rear upper wishbones, roof air scoop
Wheels & tyres	Upgraded AirCore carbon centre-locks 19/20-inch · bespoke Michelin Cup 2, 265/35-19 / 345/30-20, rated to 440 km/h
Brakes	Carbon-ceramic ~410/395 mm, six/four-piston - with ABS whose wheel-speed integrity this paper treats as safety-critical
Performance	Quoted ~0-400 km/h in 20 s · ~400-0 in 10 s · 28 m from 100 km/h · up to 2.0 g lateral - factory figures; record claims separated by venue, method and car in the model file

(Factory figures. Unit nuance: 1,360 PS is ~1,341 mechanical hp, and English material often writes 1,360 hp - the name rests on the metric presentation, and auction catalogues have quoted 1,379 PS/1,360 bhp; the paper uses the factory's 1,360 PS / 1,360 kg framing throughout.)

The variable-geometry turbochargers are the One:1's most important mechanical distinction - vanes that reshape the exhaust path for response at low speed and airflow at full output, operating here under severe temperature, speed and control demand. The inspection follows: shaft condition, vane movement and actuator response, wastegates and boost-control solenoids, oil feed and return, intercooler performance, manifold cracking, catalysts, intake temperatures, requested versus delivered boost. Warning signs: inconsistent boost, delayed spool, one-bank differences, actuator errors, oil in charge pipes, rattling at shutdown, non-factory software. The remedy order runs from diagnostic download through pressure tests to factory-guided rebuild - and a generic turbo specialist must never recalibrate the variable-geometry system independently. The flex-fuel custody carries over from the Agera R at higher stakes: ethanol sensing, pumps, injectors, seals, moisture, pressure at full boost - and a factory-approved storage procedure, because at one megawatt a marginal fuel-delivery problem becomes a major engine failure within seconds.

04 AERODYNAMICS AS A CONTROL SYSTEM

610 kg at 260 km/h, 830 kg at 440 - wing, front aero, ride height and suspension are one calibrated system.

The One:1 cannot be treated as an Agera with a large wing: the active rear wing, active front underbody elements, extended venturi tunnels and active ride height function together, and the critical rule follows - no aero panel, wing angle or ride-height calibration is ever altered independently, because a change at one end affects high-speed balance, braking stability, tyre loading and the active-control assumptions at the other. The inspection: wing actuators, hinges and mounts, front active elements, position-sensor calibration, control checks, software version, underfloor and venturi integrity, splitter alignment, and any evidence of contact or repaired aero components. The suspension carries carbon beyond the body: Triplex rear system, carbon bevel springs, carbon rear upper wishbones - inspected for impact, surface cracking, resin damage, delamination, heat and incorrect clamping, and never repaired casually or refinished for appearance. The upgraded AirCore wheels follow the family law (specialist inspection, no conventional repair, factory certification), and the bespoke Cup 2 tyres are an absolute purchase priority: date, specification, heat cycles, storage and underinflation history - a tyre fit for static display is not fit for 440 km/h. Ceramics complete the file, measured by mass and planned by axle, because none of this braking hardware is ordinary Agera stock.

05 THE NÜRBURGRING CRASH

July 2016: one failed sensor, a full telemetry reconstruction, and the clearest demonstration of what factory support means.

During Nürburgring testing in July 2016 a One:1 left the track under heavy braking from about 170 km/h; Koenigsegg's investigation attributed the crash to a malfunctioning front-left ABS wheel-speed sensor that allowed the front wheels to lock. The car struck the barrier, became airborne and suffered a small rear fire where bodywork met the hot exhaust; the driver escaped serious injury. Three lessons make this the paper's centrepiece. First, a specific failure was identified - not 'driver error', not 'unexplained'. Second, telemetry did the work: Koenigsegg reconstructed the event from vehicle data and physical testing, then explained it publicly. Third, the structure and the response held: the safety cell protected the driver, and the car was rebuilt - registry reporting indicates in Naked Carbon. No fleet-wide defect follows from one documented sensor failure, but a permanent inspection lesson does: wheel-speed and ABS faults on a One:1 are immediate no-drive conditions, and the PPI includes wheel-speed comparison, wiring and connectors, fault-history download, pump and valve testing, simulated fault response and confirmation of software revisions. In a seven-car fleet, every public incident becomes permanent provenance - and a complete factory rebuild can itself become historically significant. Undocumented repair is the only unforgivable version.

06 SEVEN INDIVIDUAL ENGINEERING HISTORIES

The 'JC' car shows how fame attaches stories to a seven-car fleet - documentation, not headlines, decides provenance.

Each chassis is its own file, and the best-documented example proves the method: the customer car known as 'JC' (chassis 7108, initials on the engine cover) - clear-coated carbon and Kevlar with China Pink accents, arguably the most photographed One:1, a complete service chain from 2017 to its June 2026 Esser service, and public narratives along the way (including a widely reported theft story that proved inaccurate) that illustrate exactly why headlines are reconciled against documentation, never adopted as provenance. The systemic files apply fleet-wide. Electrical and telematics: a programmable solid-state architecture with 3G-era telematics - a buyer establishes whether original hardware still functions, whether remote diagnosis works, what has been updated and how that affects originality; the car may work perfectly locally while its original cellular connectivity is obsolete. Battery management: low voltage reaches transmission actuation, active aero, hydraulics, stability systems and fault logging - correct charger, monitored storage supply, proper shutdown, approved replacement, no generic jump-starts, and battery condition checked before any expensive module is condemned. The known weaknesses are system-based, not model-based: ABS and wheel-speed, active aero actuators and sensors, variable-vane and boost hardware, ethanol-related fuel ageing, transmission hydraulics, Triplex and carbon suspension, lithium battery and CAN communication, and carbon structure around splitter, underfloor and wing loads.

07 OWNING A MEGACAR

€28,519 for a documented 2026 service at 4,233 km - low mileage does not exempt a One:1 from time.

The ownership experience keeps Agera-family virtues - two seats, detachable roof (packaging altered by the roof scoop), road registration, adjustable ride height, stability modes, a finished cabin - at a more demanding pitch: vulnerable aero, minimal clearance, Cup 2 weather and temperature discipline, active-system complexity and exceptionally rare components. It is a road-homologated megacar designed around track loading, not a race car and not a grand tourer. The maintenance rhythm is annual regardless of distance: full diagnostic and telemetry download, software and campaign review, battery capacity, turbo and actuator inspection, boost and fuel-pressure analysis, ethanol-sensor test, cooling pressure tests, transmission hydraulic analysis, active-aero calibration, Triplex and carbon-suspension inspection, ABS and wheel-speed testing, wheel and ceramic assessment, underbody inspection and a logged road test - with two-year and three-to-five-year layers above it, and a complete thermal-system recommissioning before any full-power test on a car with gaps in its history. Christian von Koenigsegg was central to the concept, the megawatt target and the public explanation of this car - and the Paper 92 precision still applies: One:1 owners likely enjoy the greatest direct visibility to the founder, while practical custody is delivered by the institution. The durable value is access to Koenigsegg the company.

CUSTODY ECONOMICS - PLANNING ALLOWANCES	
Servicing	Routine annual €20,000-35,000 (the €28,519 Esser invoice is the documented case) · with transport or travel €30,000-50,000 · major time-based €40,000-80,000 · recommissioning after storage €75,000-200,000
Powertrain	Turbo actuator/control work €20,000-60,000 · major twin-turbo repair €75,000-200,000+ · fuel-system restoration €25,000-75,000 · transmission hydraulics €30,000-90,000 · clutch and transmission work €75,000-225,000+ · engine rebuild €250,000-500,000+
Systems	Active-aero repair €30,000-100,000+ · Triplex and suspension overhaul €40,000-120,000 · ABS/wheel-speed diagnosis €5,000-25,000 · cooling overhaul €25,000-60,000 · ceramic brakes €75,000-150,000+ · AirCore wheels by factory quotation
Carbon & majors	Cosmetic carbon €30,000-125,000 · structural carbon €200,000-750,000+ · major factory reconstruction potentially above €1 million

(Planning allowances, not tariffs. Five-year reserves: fully current, exercised car €200,000-350,000 · low-use car with age-related work €350,000-600,000 · long-stored, damaged or undocumented €600,000-1.2M+. Insurance at €8-12M values: €30-75K static/restricted · €60-150K limited European road use · €125-250K+ international use - agreed value, factory repair control, carbon, aero and AirCore cover; the decisive term is whether Koenigsegg controls structural and aerodynamic repair.)

08 FROM €3 MILLION TO €10 MILLION TERRITORY

Two public datapoints, both needing context - and a market that trades in files, not comparables.

The trajectory: allocated before an open market existed (2014-2015, ~€2.5-3.3M as a closed-programme entry price); early secondary validation to 2019; blue-chip megacar status since. The 2019 datapoint deserves its footnote written large: CHF4.6 million at Bonhams' Bonmont sale for a 2015 customer car - a no-reserve auction of seized assets whose pre-sale estimate Koenigsegg publicly disputed as harmfully low. A distressed sale that still cleared materially above original pricing is a floor, not a valuation. The 2026 Tegernsee offering of the JC car - one of six, 4,233 km, €28,519 of current service - was positioned substantially above that level, with press reporting referencing expectations near US\$11 million; offered prices are positions, and the paper treats them so.

ONE:1 - WORKING VALUATION FRAMEWORK, MID-2026

Cars with open questions	€6-8M - unresolved service, accident or configuration questions; priced for the uncertainty they carry
Strong customer cars	€8-10M - complete factory history, current software and service, documented incidents if any
Exceptional cars	€10-12M+ - exceptional specification or important provenance with the file beyond challenge
The prototype	Outside the normal range - development and record history give it a provenance category of its own, priced individually

(Analytical estimates, not an index - seven cars, two public datapoints (one distressed, one an offering), long holding periods and a tiny qualified buyer pool. The likely long-term pattern: long periods without sales, occasional very high private transactions, wide chassis-specific pricing, and premiums for unquestioned provenance.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	Engineered integrity at extreme loading - dependable inside its factory-current envelope; unforgiving of dormancy, low voltage and deferred systems work
Maintenance costs	□□□□	Among the most expensive custodies in this library: €20-35K ordinary services, six-figure system events, seven-figure worst cases
Parts availability	□□□□	Variable-geometry turbos, carbon suspension, active aero, bespoke tyres - factory or nothing, with remanufacture and quotation the norm
Investment potential	□□□□	Six customer cars, the megacar first, the 1:1 claim - top-tier Koenigsegg collecting, conditioned on support and the individual file

MARQUE BUYING SCORE - KOENIGSEGG ONE:1

Category	Strong customer car (factory-current)	Driver example (documented use)	Unsupported or undocumented car
Reliability	6 / 10	6.5 / 10	3 / 10
Driving experience	10 / 10	10 / 10	9 / 10
Ownership cost	1 / 10	1.5 / 10	1 / 10
Parts availability	1.5 / 10	1.5 / 10	1 / 10
Long-term collectability	10 / 10	9 / 10	6 / 10
Investment potential	9 / 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 model's defining trap - the car whose accident history is minimised, whose aero calibration is unverified and whose factory relationship has lapsed.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Koenigsegg documentation (7 cars 2014-2015; 1 MW / ~1,360 PS, 1,371 Nm at 6,000 rpm, 8,250 rpm limiter, 197 kg engine; 1,360 kg curb weight and the 1:1 claim; flex-fuel; variable-geometry twin turbos ~1.8 bar; seven-speed dual-clutch-type transmission; Triplex with carbon bevel springs and carbon wishbones; upgraded AirCore wheels; roof scoop; active wing and front aero with ~610 kg at 260 km/h and ~830 kg at 440 km/h; bespoke Cup 2 tyres rated 440 km/h; quoted 0-400 ~20 s, 400-0 ~10 s, 2.0 g; 'world's first production megacar'), the 2016 Nürburgring investigation (front-left wheel-speed sensor failure, telemetry reconstruction, public explanation, rebuild - Naked Carbon per registry reporting), RM Sotheby's Tegernsee 2026 catalogue (chassis 7108 'JC': one of six customer cars, 4,233 km, China Pink accents, services 2017/2019/2021 Esser, 2022, June 2026 Esser €28,519 with factory updates), Bonhams Bonmont 2019 (CHF4.6M, no-reserve seizure sale, estimate publicly disputed by Koenigsegg), and press reporting around the 2026 offering (expectations near US\$11M, treated as positions). Unit nuance: 1,360 PS ≈ 1,341 mechanical hp; catalogues have quoted 1,379 PS/1,360 bhp - the paper uses the factory's metric framing. Working bands are analytical estimates. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 THE BUYING PROTOCOL - AND SYNTHESIS

Buy when Koenigsegg confirms the car and the file is whole - and never on the promise of quick resale.

The timing logic is the seven-car logic at its purest: owners hold for years, the next available car may carry a less desirable history, and no substitute exists - so the correct time is when the right chassis appears with factory due diligence complete. Buy when Koenigsegg confirms the car; when service and software are current; when accident history is fully documented; when the active systems test correctly; when the holding period is long, at least €500,000 of technical reserve is acceptable, and insurance and storage are arranged before completion. Do not buy when the purchase depends on quick resale, the seller resists factory inspection, the price assumes an undocumented record connection, or the aero and software configuration is unclear. The protocol: identity and provenance (prototype or customer status, original specification, every repaint and carbon change, full event and accident history, factory support status); engine and fuel (cold start, analyses, turbo actuator test, boost logs, fuel pressure, ethanol sensing); transmission (voltage first, pressures, adaptation, shift logs); aero and suspension (active elements, ride-height calibration, Triplex, carbon springs and wishbones, corner weights); ABS and brakes (wheel-speed sensors, wiring, history, software, ceramics); carbon structure (tub, tanks, underfloor, wing mounts, heat-affected areas) - and agreed-value insurance bound before completion.

WALK AWAY - THE NON-NEGOTIABLES

Uncertain chassis identity · incomplete accident history · undocumented carbon repair · unverified active-aero calibration · ABS or wheel-speed warnings · non-factory ECU calibration · unstable fuel pressure · variable-geometry turbo faults · recurrent overheating · damaged carbon suspension · unsafe AirCore wheels · transmission pressure faults · missing original parts · agreed-value insurance unobtainable · no written factory support path. And the most dangerous sales phrase: 'It is just an Agera R with more power' - a description that ignores every system that makes the One:1 exceptional and expensive.

WHO SHOULD BUY THIS CAR

The reference collector: building a top-level Koenigsegg collection, for which the One:1 is a core required car - bought on a complete factory file with a long holding period.

The engineering custodian: the owner who will run the annual telemetry rhythm, keep every active system calibrated, and treat the factory relationship as the asset it is.

The provenance buyer: a documented individual chassis - JC-style public history, or the prototype - bought with headlines reconciled to paper and priced as the one-off it is.

Not: the buyer needing usability (the Agera RS and Jesko serve better), quick resale, or a bargain - and never the minimised-accident car whose file has chapters missing.

BOTTOM LINE

Seven cars, 2014-2015: one megawatt, one-to-one, 830 kg of downforce and the word 'megacar' - the technical pinnacle of the Agera programme, not an early Regera and never 'an Agera R with more power'. Custody is factory-centric by design: €20-35K annual services, telemetry as the true file, ABS warnings as no-drive conditions. €6-12M+ analytical bands on two context-heavy datapoints. Buy the individual engineering programme, its factory recognition and its complete file - or admire it from a distance.

ONE-SENTENCE VERDICT

The One:1 is the Agera platform taken to its logical extreme and a new category named after the result - seven individual engineering programmes whose value lives in telemetry, factory recognition and documented history, and whose custody rewards exactly the owners who understand that one megawatt is a responsibility.

SOURCES

Koenigsegg documentation: One:1 built in seven examples, 2014-2015; 'world's first production megacar'; 1 MW output (~1,360 PS; ~1,341 mechanical hp; catalogues also 1,379 PS/1,360 bhp), 1,371 Nm at 6,000 rpm, 8,250 rpm limiter, 197 kg engine; 1,360 kg curb weight with fluids (~50% fuel) - the 1:1 metric claim; flex-fuel (E85/E100/race/petrol); variable-geometry twin turbochargers, ~1.8 bar; seven-speed single-input-shaft dual-clutch-type transmission, e-diff; carbon monocoque with integrated tanks; Triplex rear suspension, carbon bevel springs, carbon rear upper wishbones; upgraded AirCore carbon wheels 19/20-inch; bespoke Michelin Cup 2 265/35-19 / 345/30-20 rated 440 km/h; carbon-ceramic brakes ~410/395 mm; active wing and front aero, ~610 kg downforce at 260 km/h and ~830 kg at 440 km/h; roof scoop; quoted 0-400 km/h ~20 s, 400-0 ~10 s, 100-0 in 28 m, up to 2.0 g. Production detail: six customer cars plus one development prototype (prototype later sold privately per registry research - factory verification advised); original pricing ~€2.5-3.3M with ~€3.33M German-market figures cited. Nürburgring, July 2016: front-left ABS wheel-speed sensor failure under braking from ~170 km/h, telemetry reconstruction, public explanation, driver protected, car rebuilt (Naked Carbon per registry reporting). Service evidence: chassis 7108 'JC' - 4,233 km, services March 2017 / January 2019 / February 2021 (Esser Automotive), July 2022 (SIC Garage), June 2026 (Esser, €28,519 with factory updates); RM Sotheby's Tegernsee 2026, one of six customer cars, China Pink accents. Market: Bonhams Bonmont, September 2019 - CHF4.6M, no-reserve sale of seized assets, estimate publicly disputed by Koenigsegg; 2026 press expectations near US\$11M treated as positions. Working bands €6-8M / €8-10M / €10-12M+ (prototype outside) are analytical estimates. Companion documents: Collector Profile No. 94; Papers 88-93 for context. Values are indicative frameworks, not valuations; nothing here is investment advice.