

KOENIGSEGG AGERA RS

96

The ultimate evolution of the conventional hypercar, 2015-2018 - twenty-five commissions, one public-road record, and the named cars valued as themselves

25

Customer cars, 2015-2018, every one individually commissioned - there was essentially no 'standard' Agera RS, and the named chassis are separate assets

~447 km/h

The Nevada two-way average, 4 November 2017, Niklas Lilja - Koenigsegg quotes 446.97, corrected reporting 447.19; the highest pass ran 457.94 km/h

1,360 hp

With the 1 MW engine upgrade option against 1,150 hp on petrol - One:1 power in a car that kept the luggage compartment and the detachable roof

€4.5-10M

The 2026 analytical span - good cars to exceptional provenance, with the Record Car and the famous commissions priced outside any band

01 EXECUTIVE SUMMARY

The Agera RS is arguably the single most important production model in Koenigsegg's history. Where the One:1 demonstrated what was technically possible and the Regera explored an entirely new drivetrain philosophy, the RS distilled fifteen years of continuous development into a car that remained usable on the road while becoming one of the fastest production cars ever built - and it is the last purely combustion-powered flagship before the Jesko generation. The central thesis: the Agera RS is the final and most complete evolution of Koenigsegg's original hypercar architecture, combining the practicality of the Agera S, the power of the One:1 and the engineering maturity of everything in between - Christian von Koenigsegg has described it as effectively combining the best of exactly those two cars.

Two coined rules carry the paper. The Final-Evolution Rule: the RS is collectible as the last and most complete expression of the original combustion architecture - its value rests on maturity, records and usability, not novelty. And the Named-Car Rule: within twenty-five individually commissioned cars, the named commissions - Gryphon, Phoenix, Naraya, RSN, Draken, ML, the Record Car - are separate assets, each valued on its own story and never on an RS average. The buyer's line: buy the individual commission, its factory file and its wheel and carbon history - and treat the record provenance market as a category of its own.

Key Finding

The output and record figures deserve precision, and the paper provides it: Koenigsegg quotes 1,150 hp on petrol and 1,360 hp with the 1 MW engine upgrade option (torque 1,280 Nm on the current factory page; 1,371 Nm circulates for the MW package) - and the Nevada average is quoted by Koenigsegg itself as 446.97 km/h while corrected reporting cites 447.19 km/h. The paper uses ~447 km/h and states both conventions.

The Gryphon story is the marque's best-known provenance lesson, told accurately: the gold-leafed commission crashed twice during factory testing in 2017 before delivery, was ultimately rebuilt by Koenigsegg and returned to the road in 2019 - while its commissioning owners received a newly built replacement whose name says everything: Phoenix. Documented reconstruction is provenance; only undocumented repair is a defect.

There is no documented systemic design defect across the RS fleet - and no strong recent public RS transaction either: the market trades privately, the bands are analytical, and the named cars and Record Car price outside them entirely.

02 THE ULTIMATE AGERA

Agera S usability, One:1 power, fifteen years of maturity - and twenty-five buyers who mostly already owned Koenigseggs.

The evolutionary path is remarkably logical - Agera, Agera R, One:1, Agera RS, Jesko - and the RS borrowed heavily from the One:1 while remaining significantly easier to use: a usable luggage compartment, the detachable hardtop, strong air conditioning, a comparatively civilised ride, and optional One:1-derived aerodynamic and active chassis packages for those who wanted the full expression.

Production ran 2015-2018, twenty-five cars, sold extremely quickly -several effectively before the Geneva presentation - to existing owners, long-term collectors and selected new customers through the established relationship-led allocation. Factory pricing was typically €2.0-2.3M before taxes, with Naked Carbon, bespoke paint, precious-metal detailing and individual engineering requests carrying delivered prices toward €3M in some markets. Every RS was individually commissioned: unlike a Ferrari or Porsche special series, there was essentially no standard car - which is why this paper's valuation section refuses to believe in an RS average.

03 ENGINEERING THE FINAL EVOLUTION

One:1 technology in road trim - and the most mature conventional drivetrain Koenigsegg ever calibrated.

KOENIGSEGG AGERA RS - SPECIFICATION

Engine	5.0-litre twin-turbo V8 - 1,150 hp on premium petrol, 1,360 hp with the 1 MW engine upgrade option; torque 1,280 Nm (factory page; 1,371 Nm circulates for the MW package) - One:1-derived technology without the One:1's specialised chassis demands
Transmission	Seven-speed paddle transmission with electronic differential - the smoothest calibration of the conventional drivetrain: shift quality, traction, launch control and drivability at their Agera-era peak
Aero & chassis	Revised aerodynamics with active rear wing - 485 kg downforce at 250 km/h; improved cooling, lighter components, revised suspension calibration, Triplex, hydraulic lift; optional One:1 aero package · 1,395 kg curb
Usability	Usable luggage compartment, detachable hardtop stowed aboard, strong air conditioning, improved ride - the 'sweet spot' argument in hardware
Performance	0-100 km/h ~2.8 s · 0-400-0 km/h in 33.29 s (2017 record, beaten by the Regera in 2019) · Nevada records, November 2017 (section 04)
Production	25 cars, 2015-2018, all individually commissioned - typical factory price €2.0-2.3M before tax, bespoke content toward €3M delivered (Factory figures with both torque conventions stated. Twenty-five individually commissioned cars mean the chassis file outranks this table for any specific example - the Named-Car Rule begins at the specification sheet.)

The maintenance disciplines are the marque's, at record loading: annual service regardless of mileage covering engine (oil, filters, boost, turbos, ignition, fuel system), transmission (hydraulic pressure, clutch adaptation, diagnostics, cooling), cooling (intercoolers, pumps, hoses, radiators), suspension (dampers, Triplex, lift, wishbones), brakes (ceramics, ABS, fluid), carbon (monocoque, underbody, AirCore wheels, aero components) and electronics (battery, CAN, software). The close-inspection areas: turbochargers by heat, mileage and age; cooling pumps, hoses and radiators; the three hydraulic systems (lift, transmission, wing actuation); AirCore wheels after any impact, always by specialist inspection; and the carbon underbody, where repeated ramp and speed-bump contact damages the aero floor without obvious cosmetic evidence. There is no documented systemic defect across the fleet - age, heat and hydraulics are the honest files.

04 THE WORLD SPEED RECORD

4 November 2017, Nevada Route 160 - a customer car, a public road, and the record that still stands.

The Nevada runs are the model's identity and they were independently documented: a customer-owned Agera RS, driven by Niklas Lilja on a closed Nevada public highway on 4 November 2017, averaged two runs in opposite directions - quoted by Koenigsegg as 446.97 km/h (277.87 mph) and in corrected reporting as 447.19 km/h - with a highest measured pass of 457.94 km/h. Koenigsegg calls it the still-undefeated top-speed record for a homologated production car on a public road. Earlier that year the RS had taken the 0-400-0 record at 33.29 seconds - beaten only by the company's own Regera in 2019. Unlike earlier publicity figures, these achievements were independently documented and became defining milestones. The collector consequence is layered exactly as in Paper 90: every RS carries the historical connection, tyre and wheel discipline is non-negotiable on a 447 km/h nameplate - and the specific Record Car occupies a category of its own, one of the most historically important production cars ever built, commanding a substantial premium over an otherwise equivalent RS whenever it trades.

05 TWENTY-FIVE COMMISSIONS - THE NAMED CARS

Gryphon, Phoenix, Naraya, RSN - the commissions are the market, and their stories must be told accurately.

The named cars anchor the RS market, and their files reward precision. Gryphon: exposed carbon with 24-carat gold leaf - crashed twice during factory testing in 2017 before delivery, ultimately rebuilt by Koenigsegg and returned to the road in 2019; its story is marque lore and a documented- reconstruction case study. Phoenix: the newly built replacement its commissioning owners received - Naked Carbon with extensive 24-carat gold detailing, its name chosen for exactly the reason it suggests, and one of the most visually significant RS cars. Naraya: commissioned by a long-standing collector - blue carbon with hand-applied 18-carat gold leaf by Ettore Callegaro, the outer limit of Koenigsegg bespoke craft. RSN: the unique right-hand-drive UK roadster specification with its own aerodynamic solutions - one of the rarest open Koenigseggs. Draken, ML and the other named commissions each carry their own files. Two classification notes keep the arithmetic honest: the Final Edition pair Thor and Väder stands outside the twenty-five - built after RS production as its own two-car programme, treated in Paper 100 - and HH-derived specification language on any car is a configuration claim to verify with the factory, not a variant. Each named car is valued individually; the twenty-five were never generic, and the famous ones have left the model's price bands entirely.

06 OWNING THE SWEET SPOT

More comfortable than a One:1, more engaging than a Regera - and still a factory-centric custody.

Owners regard the RS as the most balanced Agera derivative: more comfortable than the One:1, more engaging than the Regera, enormous luggage capacity for a hypercar, removable roof, civilised ride, immense performance - many collectors' sweet spot of the entire range, and the most usable car in this library's Koenigsegg top tier. Factory support remains full and current: diagnostics, software updates, travelling technicians, recommissioning, bespoke parts manufacture, restoration, carbon repair and remote assistance - one of the model's strongest ownership advantages, and the warranty substitute follows the marque pattern: written confirmation of software level, campaigns, drivetrain updates, chassis specification, accident history and current factory recognition. Insurance at RS values is specialist agreed-value territory: roughly €20-40K a year restricted, €40-80K European road use, €80-150K+ worldwide - with factory repair control, AirCore and carbon cover, transport and track-event wording.

RS VERSUS ONE:1 VERSUS REGERA - THE FLAGSHIP CHOICE	
Character	RS: the balanced record car · One:1: the track-focused megacar · Regera: the seamless luxury megacar - three flagships from one factory era
Rarity	RS: 25 · One:1: 7 · Regera: 80 - the RS sits between its siblings on supply and above both on public fame
Usability	RS: luggage, roof, ride - the sweet spot · One:1: event car · Regera: distance car
Custody accent	RS: heat, hydraulics, wheels, aero floor · One:1: active systems and telemetry · Regera: battery, software, KDD
The buyer's choice	Records and analogue maturity (RS) · ultimate engineering intensity (One:1) · technological landmark and comfort (Regera) - the market prices all three logics, and they rarely compete for the same buyer twice

(Papers 94 and 95 treat the siblings fully - the comparison exists because these three cars defined one era from one factory, and secondary-market buyers still choose among exactly these philosophies.)

The driving experience underneath the numbers is the argument owners actually make: One:1-level thrust delivered through the most polished calibration of the conventional drivetrain - launch control that works repeatably, shift logic that no longer punishes town speeds, and a chassis that reads the road rather than merely resisting it. The sensible regime mirrors the marque standard: 750-3,000 km a year, full heat cycles, dry roads, current tyres always on a 447 km/h nameplate, factory or recognised events, post-drive underbody inspection - and the RS rewards use more visibly than any other top-tier Koenigsegg, because usability was the design brief.

CUSTODY ECONOMICS - PLANNING ALLOWANCES

Servicing Annual €15,000-30,000 · major scheduled service €35,000-70,000 · recommissioning €60,000-150,000

Powertrain Turbocharger overhaul €30,000-80,000 · transmission overhaul €75,000-175,000 · engine rebuild €175,000-400,000+

Chassis Suspension overhaul €30,000-80,000 · cooling-system renewal €25,000-60,000 · AirCore wheels by factory quotation

Carbon Repairs €50,000-300,000+ by depth - the aero floor's invisible ramp damage is the RS-specific trap

(Planning allowances, not tariffs. Five-year reserves: excellent car €150,000-250,000 · collector-use example €250,000-400,000 · problem car €500,000+ - and on a 447 km/h nameplate, tyres and wheel certification are running costs, never options.)

07 CURRENT MARKET AND INVESTMENT OUTLOOK

From €2.2M to the strongest Koenigsegg market - without a public transaction to prove it, and without a correction either.

The trajectory: roughly €2.2M new, modest early appreciation, major acceleration after the November 2017 record, continued strength after production ended - and, unusually among hypercars, no significant correction. The RS has become one of Koenigsegg's strongest-performing collector cars, and it has done so largely in private: no strong recent public RS transaction anchors the bands, which are therefore analytical, carried by private and ask-side evidence and stated as such. The collectability case is the Final-Evolution Rule in full: 25 cars, the last pure combustion flagship, the world record, One:1-derived engineering, founder-era provenance, broad usability and full factory support - the definitive Agera by most collectors' reckoning.

AGERA RS - WORKING VALUATION FRAMEWORK, MID-2026

Good standard commissions €4.5-6.0M - complete files, current support, unexceptional (by RS standards) specification

Exceptional provenance €6-8M - outstanding specification, Naked Carbon and gold-work commissions, documented histories beyond challenge

Historically important chassis €8-10M+ - the famous named cars; the Record Car and the most celebrated commissions price outside any band, on almost no comparables

(Analytical estimates on private evidence - twenty-five individually commissioned cars, no recent transparent public transaction, and named-car premiums that no index can capture. Asks are positions; the file is the price.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	The most mature conventional Koenigsegg - no systemic defect; age, heat and hydraulics are the honest files
Maintenance costs	□□□□	€15-30K annual services with six-figure powertrain and carbon events - record-level loading has record-level custody
Parts availability	□□□□	Full factory support and bespoke manufacture - but twenty-five commissions mean quotation and patience for anything specific
Investment potential	□□□□	The record holder, the last pure flagship, 25 cars, no correction to date - the strongest sustained case in the Koenigsegg library

MARQUE BUYING SCORE - KOENIGSEGG AGERA RS

Category	Documented standard commission	Named or historic chassis	Undocumented or damaged car
Reliability	7 / 10	7 / 10	4 / 10
Driving experience	10 / 10	10 / 10	9.5 / 10
Ownership cost	2 / 10	2 / 10	1.5 / 10
Parts availability	2 / 10	2 / 10	1.5 / 10
Long-term collectability	10 / 10	10 / 10	6 / 10
Investment potential	9 / 10	9.5 / 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 the trap this model shares with the whole marque - undocumented repair, uncertain wheel history, lapsed support - on the one nameplate where the stakes reach 447 km/h.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Koenigsegg documentation (25 cars, 2015-2018, individually commissioned; 1,150 hp petrol, 1,360 hp with the 1 MW upgrade option, 1,280 Nm on the current page with 1,371 Nm circulating for the MW package; One:1-programme technology with Agera-family usability; 485 kg downforce at 250 km/h; 1,395 kg curb; detachable hardtop and luggage compartment; the Nevada record quoted by Koenigsegg as 446.97 km/h average, corrected reporting 447.19 km/h, highest pass 457.94 km/h, 4 November 2017, Niklas Lilja, customer-owned car; 0-400-0 in 33.29 s, 2017, beaten by the Regera 2019), the documented Gryphon history (two pre-delivery testing crashes in 2017, factory rebuild completed 2019, replacement car Phoenix built for the commissioning owners), named-car documentation (Phoenix Naked Carbon with 24-carat gold; Naraya blue carbon with 18-carat gold leaf by Ettore Callegaro; RSN as the unique RHD UK roadster; Draken, ML and others), the classification note that the Final Edition pair Thor and Väder stands outside the 25 (Paper 100), pricing when new (€2.0-2.3M before tax, toward €3M delivered), and the absence of strong recent public RS transactions - bands €4.5-6.0M / €6-8M / €8-10M+ are analytical estimates on private and ask-side evidence, with the Record Car and famous commissions outside any band. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

08 THE BUYING PROTOCOL - AND SYNTHESIS

Twenty-five cars, mostly held tight - buy the right commission when it appears, with the factory file complete.

The answer to 'buy now?' is generally yes, provided the chassis has complete factory documentation, no undocumented accident history, current software, completed campaigns, documented AirCore inspection history and a strong factory relationship - with only twenty-five cars, waiting for lower prices may simply mean missing the right chassis. The protocol: documentation (chassis verification, original specification, ownership history, Koenigsegg correspondence, software updates); engine (cold start, boost, fuel trims, turbos, compression where indicated, cooling); transmission (diagnostics, hydraulic pressure, clutch calibration, differential); suspension (Triplex, dampers, ride height, lift, alignment); brakes (ceramics, calipers, ABS, fluid); carbon (monocoque, underbody and aero floor, splitter, wing, AirCore wheels) - and for any named or record-associated car, the provenance file verified with the factory before the premium is discussed.

THE FINAL-EVOLUTION RULE · THE NAMED-CAR RULE

The Agera RS is collectible as the last and most complete expression of Koenigsegg's original combustion architecture - its value rests on maturity, records and usability, not novelty. The Jesko that followed is a new chapter, not a better RS.

And within twenty-five individually commissioned cars, the named commissions are separate assets: Gryphon's documented rebuild, Phoenix's replacement provenance, Naraya's gold work, RSN's roadster singularity and the Record Car's history are each valued on their own story - never on an RS average that does not exist.

WALK AWAY - THE NON-NEGOTIABLES

Undocumented structural repairs · missing provenance · uncertain AirCore wheel history · repeated overheating · non-factory ECU calibrations · incomplete factory support · unresolved hydraulic faults · inconsistent turbocharger performance · missing original parts · undocumented track damage. And the aero floor deserves its own warning: ramp and speed-bump contact damages it without cosmetic evidence - underbody imaging is not optional on this model.

WHO SHOULD BUY THIS CAR

The definitive-Agera collector: the last pure combustion flagship with the world record - bought on a complete factory file and held long.

The driving collector: the sweet spot of the range - One:1 pace with luggage space, a roof that stows and a ride that forgives; the RS rewards actual use.

The provenance buyer: a named commission or the Record Car - bought as an individual artefact with its story verified, at a premium no band predicts.

Not: the buyer of the cheap RS with wheel-history gaps, hydraulic faults or minimised accident chapters - twenty-five files exist, and the truth is always findable.

BOTTOM LINE

Twenty-five commissions, 2015-2018: One:1 power, Agera S usability, the still-standing public-road record and the smoothest conventional drivetrain Koenigsegg ever shipped. No systemic defect; the files are heat, hydraulics, wheels and the invisible aero floor. €4.5-10M+ analytical bands with the named cars outside them. Buy the individual commission and its factory file - the definitive Agera deserves nothing less.

ONE-SENTENCE VERDICT

The Agera RS is Koenigsegg's original idea perfected on the day before it changed - twenty-five individually commissioned cars carrying the public-road record, bought on file and commission rather than average, and collectible as the final word of the combustion era.

SOURCES

Koenigsegg documentation: Agera RS handcrafted in 25 examples, 2015-2018; 1,150 hp on petrol, 1,360 hp with the 1 MW upgrade option; 1,280 Nm (current factory page; 1,371 Nm circulates for the MW package); One:1-programme technology with usable luggage compartment and detachable hardtop; 485 kg downforce at 250 km/h; 1,395 kg curb; optional aero and active chassis upgrades; the still-undefeated homologated production-car public-road record - 446.97 km/h two-way average (277.87 mph) per Koenigsegg, 447.19 km/h in corrected reporting, highest pass 457.94 km/h, Nevada SR160, 4 November 2017, Niklas Lilja, customer-owned car; 0-400-0 km/h 33.29 s (2017), beaten by the Regera (2019). Named cars: Gryphon (24-carat gold leaf; two documented pre-delivery testing crashes 2017; factory rebuild completed 2019) and its replacement Phoenix (Naked Carbon, 24-carat gold); Naraya (blue carbon, 18-carat gold leaf by Ettore Callegaro); RSN (unique RHD UK roadster); Draken, ML and further commissions - each an individual asset. Classification: the Final Edition pair Thor and Väder stands outside the 25 and is treated in Paper 100; 'HH-derived specification' language is a configuration claim for factory verification. Pricing when new: €2.0-2.3M before tax, toward €3M delivered. Market: no strong recent public RS transaction - working bands €4.5-6.0M / €6-8M / €8-10M+ are analytical estimates on private and ask-side evidence; Record Car and famous commissions price individually. Support: full current factory support; agreed-value insurance €20-150K+/yr by use. Companion documents: Buyer's Checklist No. 127 and Model File 127; Papers 88-95 for context. Values are indicative frameworks, not valuations; nothing here is investment advice.