

KOENIGSEGG JESKO

97

Attack, Absolut and the Sadair's Spear distinction, 2019 to today - one 125-car programme, two missions, and a record story still being written

125

Jeskos across Attack and Absolut - sold out around the 2019 Geneva reveal; the final public split between configurations has never been released

0.278

The Absolut's drag coefficient on a 1.88 m² frontal area - 150 kg of maximum downforce against the Attack's 1,400 kg; fighter-jet aerodynamics for sustained speed

25.21 s

0-400-0 km/h, 7 August 2025 - reclaimed from Rimac's Nevera R largely through software; 0-400 in 16.77 s, braking from 400 in ~8.44 s

€4-6.5M

The 2026 analytical span for delivered cars - an opaque market of positions, contracts and seven-figure specification differences

01 EXECUTIVE SUMMARY

The Jesko carries the name of Jesko von Koenigsegg - the father whose capital and business experience carried the company through its founding years (Paper 88 tells that story; this one owns the car). It replaced the Agera architecture outright: new engine construction around the world's lightest production V8 crankshaft, a compressed-air turbo-response system, individual cylinder-pressure control, the nine-speed Light Speed Transmission, new suspension geometry, new aerodynamics and Autoskin hydraulics. One programme, two missions: the Attack built for circuit downforce - up to 1,400 kg of aerodynamic load - and the Absolut built for sustained velocity: 0.278 Cd, an elongated tail with stabilising fins, dished rear wheels, active underbody flaps and just 150 kg of maximum downforce. The central thesis: the Jesko Absolut is not simply the low-drag version of the Attack - it is a purpose-engineered high-speed system in which body, suspension, wheels, gearing, software and tyres were developed around speed rather than load. Koenigsegg calls it the fastest car it intends to make.

Six governing rules carry the paper, all user-tested by the programme's short, eventful life. The Programme Rule: 125 cars across Attack and Absolut - and no definitive public split exists, so none is invented here. The Mission Rule: the Absolut is judged as a complete high-speed system, its body, underfloor, wheels and software as important as its 1,600 hp. The Hydraulic Rule: the 2024 fire established a real, specific and remedied hose risk - every purchase requires written recall closure. The LST Rule: no car is bought without factory-level clutch, hydraulic and software data. The Record Rule: the 0-400-0 records are already history; the maximum-speed mission is not yet - and pricing must distinguish the two. And the Sadair's Spear Rule: the 30-car track evolution is not another name for the Absolut. The buyer's line: buy the delivered chassis, its final factory configuration and its support history - not merely a production slot originally described as 'Jesko'.

Key Finding

This is the library's first Koenigsegg paper about a car still in production: first deliveries began in 2023 after a long homologation and LST-development period, many cars remain in warranty, the fleet is young, and market conclusions are provisional by construction. The secondary market trades positions and contracts as much as cars - and a slot never automatically carries the original customer's rights.

The defining incident is documented and closed: in June 2024 a Jesko burned during a Greek road event; Koenigsegg issued a stop-drive, traced the cause to a compromised pressurised hydraulic hose at the rear (not fuel, engine oil or gearbox oil), recalled the affected 2023-2024 production (European reporting: 26 vehicles), defined the remedy - and replaced the destroyed car. The lesson is the Hydraulic Rule, not a fleet condemnation.

The record story has a twist the collector must know: the Absolut's 27.83 s 0-400-0 of June 2024 was taken by Rimac's Nevera R - and reclaimed on 7 August 2025 at 25.21 seconds, largely through revised software. The car's historical rank now rests on whether the maximum-speed mission it was built for is ever completed - and some asking prices already assume it has been.

02 ONE PROGRAMME, TWO MISSIONS

125 cars, no published split, a long road to delivery - and a slot market with rules of its own.

The programme arithmetic is deliberately hedged: Koenigsegg announced 125 Jeskos across Attack and Absolut, sold out around the 2019 Geneva unveiling - and has never published a definitive final split, not least because customers could choose or revise their configuration during the years between allocation and construction. The paper therefore states the 125 and refuses to invent the rest. Deliveries began in 2023 - homologation, LST development, validation, facility expansion and pandemic-era supply chains explain the gap - and production continues. Pricing when new ran US\$2.8-3.0M / €2.5-2.8M before taxes and options, with Naked Carbon, tinted carbon, Aircore wheels and bespoke content moving delivered prices far beyond; Attack versus Absolut was never a trim-level price difference. Allocation was the marque's most mature and competitive yet - relationship-led, dealer-assessed, deposit-heavy, with configurations evolving over years. And the programme created a genuine secondary market in build slots and purchase agreements, complicated by factory consent, resale restrictions, right-of-first-refusal provisions and reputational consequences for future allocations: a 'slot' is a contract position, never automatically the original customer's rights, and the paper treats slot transactions as their own risk category.

03 THE FASTEST KOENIGSEGG EVER INTENDED

A long tail, fins like a jet, dished wheels and 150 kg of downforce - stability without load.

KOENIGSEGG JESKO / JESKO ABSOLUT - SPECIFICATION

Engine	5.0-litre twin-turbo flat-plane V8 - 1,280 hp petrol, 1,600 hp on E85, 1,500 Nm, 8,500 rpm, 8.6:1 compression, ~189 kg; ceramic-ball-bearing turbos with compressed-air response injection; individual cylinder-pressure and lambda control; carbon intake, thin-wall Inconel exhaust
The crankshaft	12.5 kg flat-plane crank - the world's lightest production V8 crankshaft: less inertia, faster response, higher revs; managed vibration via active mounts and balancing - abnormal vibration is compared with factory data, never dismissed as 'all Jeskos do that'
Transmission	Light Speed Transmission: nine forward gears, multi-clutch, 90 kg, 100% Koenigsegg - direct ratio-to-ratio changes and Ultimate Power on Demand (UPOD); not a torque-converter automatic, not a DCT, not an automated Agera box
Absolut aero	0.278 Cd on 1.88 m ² - 3,000+ CFD hours: elongated tail, rear stabilising fins, dished/covered rear wheels, active front underbody flaps, ~40 kg downforce at 250 km/h, ~150 kg maximum; no Attack Triplex front arrangement, which frees roof storage under the front lid
Attack aero	The other mission: ~700 kg at 250 km/h, 1,000 kg at 290, 1,400 kg maximum - the circuit configuration, treated alongside throughout this paper
Chassis	Carbon monocoque with integrated tanks, ~65,000 Nm/deg; double wishbones, adjustable dampers and ride height, rear Triplex; Autoskin electro-hydraulic body operation; ceramics 410/395 mm; Michelin Cup 2 / Cup 2 R, 265/35-20 / 325/30-21; Aircore wheels optional, forged aluminium standard
Usability	Removable hardtop stowed under the front bodywork, ~150 l combined luggage, climate control, CarPlay, bird's-eye parking, 2.03 m wide - a road car with an extreme objective

(Factory figures. The Absolut's rear bodywork is aerodynamic instrument, not styling: any repair must preserve surface geometry, fin angle, gaps and underbody sealing - at extreme speed a visually minor misalignment becomes dynamically important.)

The engine's supporting systems define the modern inspection. The compressed-air turbo-response system - reservoir, pressure generation, valves, lines, injectors, sensors - is tested as part of the complete boost-control architecture, never as an accessory; warning signs are slow or inconsistent response, repeated compressor operation, bank-to-bank deviation. The cylinder-pressure monitoring that protects the engine also makes it dependent on sensor and calibration integrity: a failed pressure sensor can present as lost power, misfire or warning modes, and diagnosis without factory data replaces components for nothing. The active underbody flaps get a dynamic check - commanded versus actual position, speed input, ride-height data, left-right symmetry - because a fault may be invisible in ordinary road driving. And the dished rear-wheel treatment is configuration, not decoration: original high-speed components stay with the car even when an owner runs Attack-type wheels on the road.

04 THE TRANSMISSION WITH NO CONVENTIONAL SHIFT LOGIC

Nine gears, multiple clutches, any ratio on demand - and no independent shop opens one, ever.

The LST is the Jesko's central innovation and its central ownership question. Multiple clutches allow direct movement from any ratio to any other - UPOD selects the ideal gear instantly at full demand - in a 90 kg unit designed entirely in-house. The evaluation combines behaviour and data: cold and hot engagement, launch, low-speed manoeuvring, reverse, direct multi-ratio shifts, clutch pressures, actuator response, temperatures, oil condition, e-diff and UPOD function, control-module faults and calibration history. Warning signs: ratio refusal, paddle delay, inconsistent UPOD, slip, harshness beyond calibration, repeated hydraulic faults, gearbox warnings after low-voltage events. The diagnostic sequence is the marque's, sharpened: battery and charging first, then software and firmware, telemetry review, pressures, adaptation, actuators and sensors, oil analysis - and internal inspection only where justified, because no independent transmission shop should open an LST without direct Koenigsegg authorisation. That sentence is the LST Rule, and it is not negotiable.

05 THE GREECE FIRE AND THE GLOBAL STOP-DRIVE

June 2024: one destroyed car, a fleet grounded, a cause found - and the strongest recall response in the marque's history.

In June 2024 a Jesko caught fire during a road event in Greece and was destroyed. Koenigsegg instructed delivered owners not to drive while it investigated - grounding, in effect, the whole young fleet - and the investigation found a compromised pressurised hydraulic hose at the rear: escaping fluid could reach hot components and ignite. The event was expressly not attributed to the fuel tank, engine-oil or gearbox-oil systems. The safety action followed: European recall reporting identified 26 vehicles from 2023-2024 production; the remedy was hydraulic-system inspection, hose and installation checks, component updates and verification before return to use, with the UK notice carrying an explicit do-not-drive instruction. Koenigsegg's response was strong by any low-volume standard - immediate communication, precautionary grounding, physical investigation, fleet inspection, defined remedy, and a replacement built for the destroyed car (whose successor the community promptly christened accordingly). Both sides of Jesko ownership live in this episode: the factory knows every chassis and can act across the fleet in days - and the technology is specialised enough that one hose can immobilise every delivered car until the factory decides the remedy. The buyer's consequence is written into every checklist item: written confirmation of affected-population status, completed inspection, changed components, revised heat protection, closure date and post-remedy pressure test. 'The factory handled it' is not documentation.

06 OWNING A JESKO DURING ITS OWN PRODUCTION

Warranty-era custody - a first for this library's papers, with rules of its own.

Unlike every earlier Koenigsegg paper, many Jeskos remain in warranty - and no universal contract exists across countries, dealers and delivery dates, so the buyer obtains the vehicle-specific documents and checks commencement, duration, mileage limits, service requirements, track and E85 conditions, exclusions, transport responsibility and - critically - transferability, confirmed in writing by Koenigsegg and the dealers involved, never assumed. Parts support benefits from ongoing production, but many components are Jesko-unique, low-volume and software-matched: carbon panels, Aircore wheels, LST components, active-aero hardware, Absolut rear bodywork - a minor accident can immobilise a car for a long time even when money is no object. The ownership experience is a road car with an extreme objective: roof aboard, 150 litres of luggage, modern cabin equipment and no high-voltage drivetrain - against 2.03 metres of width, the long tail, hydraulic complexity and few qualified facilities. The known and probable weak points organise by system: hydraulic hoses and Autoskin, LST software and clutch control, the turbo-response air system, flex-fuel custody, cooling, low-voltage stability, and carbon/aero damage - with the honest caveat that absence of widespread reports does not yet prove mature long-term reliability in so young a fleet.

CUSTODY ECONOMICS - PLANNING ALLOWANCES

Servicing	Routine annual €20,000-35,000 · with travel/transport €30,000-55,000 · major time-based €45,000-90,000 · recommissioning €75,000-200,000
Hydraulics	Inspection and hose work €10,000-40,000 · major hydraulic repair €30,000-100,000+ - the post-2024 priority system
Powertrain	Turbo-response repair €15,000-50,000 · major twin-turbo work €75,000-200,000+ · LST actuator/hydraulic repair €40,000-125,000 · major LST work €150,000-350,000+ · engine rebuild €250,000-600,000+
Chassis & carbon	Suspension overhaul €40,000-120,000 · ceramics €75,000-175,000+ · active-aero repair €30,000-125,000+ · cosmetic carbon €30,000-150,000 · structural carbon €250,000-1M+ · Aircore wheels by quotation

(Planning allowances, not tariffs - no reliable public invoice base exists yet. Five-year reserves: current warranty car, responsibly used €175,000-300,000 · regularly driven outside warranty €300,000-500,000 · track-used or poorly stored €500,000-1M+. Insurance at €5-7M values: €25-60K restricted · €50-120K European road use · €100-225K+ international - agreed value, factory repair control, LST and Aircore cover.)

07 THE UNFINISHED RECORD STORY

27.83, then Rimac, then 25.21 - and the maximum-speed question that will define the Absolut's rank.

The demonstrated facts are already historic: in June 2024 the Absolut ran 0-400-0 in 27.83 seconds among a set of world records; Rimac's Nevera R then took the mark; and on 7 August 2025 the same Absolut reclaimed it at 25.21 seconds - 0-400 km/h in 16.77 seconds, braking from 400 in roughly 8.44 - an improvement achieved largely through revised software strategy rather than new hardware, which matters to collectors because it proves the Absolut's significance does not depend solely on a theoretical top speed.

That question remains open, and the paper keeps the categories separate: demonstrated - the 0-400-0 records, verified 400 km/h capability, extreme low drag, proven high-speed stability; projected - a potential maximum above 480 km/h, often discussed as 500. Until a properly measured two-way run occurs, any precise figure is theoretical. The value consequences follow: the largest potential catalyst for the Absolut is a verified two-way record; the largest risks are the record never being attempted, or a major incident during the attempt - and some individual cars are already priced as though every future milestone has been achieved. The Record Rule prices the story where it stands, not where it might end.

08 FROM €3 MILLION TO €5 MILLION TERRITORY - AND THE SPEAR

An opaque market of positions and cars - and a 30-car track evolution that is not an Absolut.

The Jesko secondary market is unusually opaque: production continues, few completed cars have traded publicly, many transactions concern contractual positions, dealer asks are not results, and specification moves values by seven figures. The trajectory: allocation-phase pricing around €2.5-3M; paper appreciation 2020-2023 while almost no completed cars could trade; a delivered-car market from 2023 differentiating by mission, carbon specification, wheels, delivery timing and chassis identity. Sadair's Spear stands deliberately outside this paper's bands: a separate 30-car programme, all reportedly allocated before presentation - 1,625 hp on E85, 850 kg of downforce at 250 km/h and up to 1,765 kg of maximum aerodynamic load, reduced mass, mandatory Aircore wheels - named for the racehorse on which Jesko von Koenigsegg completed his final race in 1976. It is the spiritual track successor to the Attack, not a derivative of the Absolut's speed mission, and it will be treated with the special projects where its market belongs.

JESKO - WORKING VALUATION FRAMEWORK, MID-2026

Positions and allocations	Contract-specific - value depends on transfer permission, specification state and delivery timing; a slot is not a car
Delivered cars, desirable specification	€4-5M - completed, campaign-closed, warranty-documented examples with ordinary but attractive builds
Highly specified Attack or Absolut	€5-6.5M - heavy bespoke carbon, Aircore wheels, distinguished builds
Exceptional cars	€6.5M+ - Naked Carbon showpieces and historically significant chassis; record-programme association priced only when factory-verified

(Market indications, not a verified auction index - and provisional by construction while production continues. The Record Rule applies to every premium: demonstrated history is priced; projected records are not.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	A young fleet with one serious, remedied incident - modern integrity, unproven longevity; the honest score for a car still in production
Maintenance costs	□□□□	€20-35K annual services, six-figure system events, and long-term intervals still partly prospective
Parts availability	□□□□	In production - the best supply position of any Koenigsegg flagship, yet Jesko-unique components still mean quotation and time
Investment potential	□□□□	125 cars, the LST first, the unfinished record story - strong case with speculative premiums already priced into some cars

MARQUE BUYING SCORE - KOENIGSEGG JESKO

Category	Delivered, campaign-closed car	Driver example (warranty, used)	Slot or unresolved-campaign car
Reliability	6.5 / 10	6.5 / 10	3.5 / 10
Driving experience	10 / 10	10 / 10	9 / 10
Ownership cost	2 / 10	2 / 10	1.5 / 10
Parts availability	3 / 10	3 / 10	2 / 10
Long-term collectability	9 / 10	8.5 / 10	5 / 10
Investment potential	8 / 10	7.5 / 10	4 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The third column prices this programme's defining traps - the ambiguous contractual position sold as a car, and the delivered car whose hydraulic campaign nobody can document.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Koenigsegg documentation (125-car programme across Attack and Absolut, sold out around Geneva 2019, no published split; Absolut 0.278 Cd on 1.88 m² with 3,000+ CFD hours, ~40 kg downforce at 250 km/h and ~150 kg maximum against the Attack's 700/1,000/1,400 kg; 1,280 hp petrol / 1,600 hp E85, 1,500 Nm, 8,500 rpm, 8.6:1, ~189 kg engine, 12.5 kg flat-plane crankshaft - the world's lightest production V8 crank; compressed-air turbo response; individual cylinder-pressure control; nine-speed 90 kg LST with UPOD, 100% Koenigsegg; ceramics 410/395 mm; Cup 2 / Cup 2 R 265/35-20 / 325/30-21; ~150 l luggage, roof stowed aboard, 2.03 m width), the 2024 Greece fire and safety action (stop-drive; cause traced to a compromised rear pressurised hydraulic hose, not fuel or oil systems; European recall reporting of 26 vehicles from 2023-2024 production; UK do-not-drive notice; destroyed car replaced by the factory), the record chronology (0-400-0 in 27.83 s, June 2024, among a set of world records; taken by Rimac Nevera R; reclaimed 7 August 2025 at 25.21 s - 0-400 in 16.77 s, ~8.44 s braking - largely via software), Sadair's Spear documentation (30 cars, 1,625 hp E85, 850 kg at 250 km/h, up to 1,765 kg maximum load, mandatory Aircore wheels, named for the Koenigsegg family racehorse of Jesko von Koenigsegg's final 1976 race), and launch pricing (US\$2.8-3.0M / €2.5-2.8M before taxes and options). Working bands are market indications in an opaque, still-producing programme. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 THE BUYING PROTOCOL - AND SYNTHESIS

Completed, titled, factory-approved, campaign-closed - or not bought at all.

Buy now when the chassis is completed, title is clear, the factory approves the transfer, warranty is confirmed in writing, the hydraulic recall is closed, the specification is genuinely desirable and the purchase is for long-term ownership at a premium the individual car justifies. Wait when only an ambiguous contractual position is offered, transfer rights are undocumented, the price assumes a future speed record, warranty transfer is uncertain, or a famous-chassis premium arrives without historical basis - with 125 cars, the buyer can afford selectivity no One:1 or RS buyer enjoys. The protocol: identity and contract (chassis with Koenigsegg, Attack or Absolut, original order and configuration changes, title, taxes, resale permission, warranty transfer); campaigns (hydraulic recall closure with post-remedy pressure test, software updates, written statements); engine (cold start, analyses, cylinder-pressure data, boost logs, turbo-response test, ethanol sensing); LST (full fault history, clutch pressures, adaptation, direct shifts, UPOD, oil and temperature history); structure and aero (monocoque, tanks, rear body and fins, underbody flaps in diagnostic mode, body-opening geometry); suspension and brakes (Triplex, dampers, active ride height, ceramics, wheel-speed sensors, alignment). Then agreed-value insurance with LST and Aircore cover, bound before completion.

WALK AWAY - THE NON-NEGOTIABLES

Unresolved hydraulic recall · missing campaign records · ambiguous slot ownership · non-transferable contract presented as a completed-car sale · unsupported ECU or LST software · recurring hydraulic leakage · repeated overheating · inconsistent turbo response · unexplained transmission faults · damaged underbody flaps · undocumented carbon repair · suspect Aircore wheels · warranty priced in but not transferable · seller refusal of direct factory inspection. And the most dangerous sales phrase: 'It is basically the same as every other Jesko' - specification, configuration, delivery status, campaign history and factory relationship materially alter both the asset and the risk.

WHO SHOULD BUY THIS CAR

The engineering-history collector: an Absolut aligned with the record programme - low-drag originality, factory high-speed equipment, complete testing record.

The visual collector: Naked Carbon with restrained accents, original carbon wheels, complete construction photography - the Jesko as sculpture, documented.

The driver: forged wheels for the road, current Cup 2s, closed campaigns, regular mileage, updated software, unmarked underbody, transferable warranty - the warranty-era Koenigsegg custody at its best.

Not: the buyer of an uncompleted allocation, a speculative resale contract, a complex tinted-carbon repair history or a price built on a record that does not yet exist.

BOTTOM LINE

One programme, 125 cars, two missions - the Attack's 1,400 kg of load against the Absolut's 0.278 Cd - plus a 30-car Spear that is neither. The world's lightest V8 crank, the LST, a remedied hydraulic recall, and a record story half-written: 27.83, Rimac, 25.21, and a top speed still theoretical. €4-6.5M+ indications in an opaque market of cars and contracts. Buy the delivered chassis, its final configuration, its campaign closure and its factory file - and pay for history that has happened, not history that might.

ONE-SENTENCE VERDICT

The Jesko is Koenigsegg's clean-sheet successor to everything the Agera proved and the Absolut is its unfinished masterpiece - bought as a delivered, documented, campaign-closed individual car, priced on demonstrated history, and holding a place in the record books that its maker clearly does not consider complete.

SOURCES

Koenigsegg documentation: Jesko named for Jesko von Koenigsegg (company history in Paper 88); 125 cars across Attack and Absolut, sold out around Geneva 2019, final split unpublished, customer configuration changes during the build years; deliveries from 2023, production ongoing; Absolut 0.278 Cd, 1.88 m² frontal area, 3,000+ CFD hours, elongated tail with stabilising fins, dished rear wheels with removable aero covers, active front underbody flaps, ~40 kg downforce at 250 km/h and ~150 kg maximum (Attack: ~700 kg at 250, 1,000 at 290, 1,400 maximum); 5.0 flat-plane twin-turbo V8 - 1,280 hp petrol, 1,600 hp E85, 1,500 Nm, 8,500 rpm, 8.6:1, ~189 kg, 12.5 kg crankshaft (world's lightest production V8 crank), ceramic-ball-bearing turbos with compressed-air response, individual cylinder-pressure and lambda control; LST nine-speed, 90 kg, multi-clutch, UPOD; monocoque ~65,000 Nm/deg with integrated tanks; Autoskin; ceramics 410/395 mm; Cup 2 / Cup 2 R; ~150 l luggage, roof stowed aboard, 2.03 m width; 'the fastest Koenigsegg it intends to make'. Safety record: June 2024 Greece fire - stop-drive instruction, cause identified as a compromised rear pressurised hydraulic hose (fuel, engine-oil and gearbox-oil systems excluded), European recall reporting of 26 vehicles (2023-2024 production), UK do-not-drive notice, inspection/update remedy, destroyed car replaced by the factory. Records: 0-400-0 27.83 s (June 2024, among four records); mark taken by Rimac Nevera R; reclaimed 7 August 2025 - 25.21 s, 0-400 in 16.77 s, ~8.44 s braking, largely via software. Sadair's Spear: separate 30-car programme, allocated before presentation - 1,625 hp E85, 850 kg at 250 km/h, up to 1,765 kg maximum load, mandatory Aircore wheels; named for the family racehorse of Jesko von Koenigsegg's final race (1976). Pricing: ~US\$2.8-3.0M / €2.5-2.8M at launch before taxes and options. Working bands €4-5M / €5-6.5M / €6.5M+ for delivered cars are market indications; positions are contract-specific. Companion documents: Buyer's Checklist No. 124 and Model File 124; Papers 88-96 for context. Values are indicative frameworks, not valuations; nothing here is investment advice.