

KOENIGSEGG GEMERA

98

The world's first Mega GT, 2020 to today - two doors, four seats, 2,300 hp, and a custody bought on warranty and documentation, not on history

300

Customer cars - Koenigsegg's largest programme ever, built to widen the clientele beyond the 25-, 80- and 125-car eras

2,300 hp

Hot-V V8 plus the single Dark Matter e-motor - 2,750 Nm, nine-speed LSTT, and the first four-wheel drive in a Koenigsegg

2020-2026

Reveal to first delivery - a complete second development programme in between: TFG out, HV8 in, Dark Matter and LSTT created

€3.5-6M+

The forming market's early indications - delivery-mileage premiums over ~US\$2.1M pricing, with almost no completed public sales

01 EXECUTIVE SUMMARY

The Gemera is probably the boldest commercial gamble Koenigsegg has ever taken: not a two-seat record instrument but a genuine four-seat grand tourer with hypercar performance - something no manufacturer had previously achieved. One precision first, because it matters to how the car is understood: the Gemera is not a four-door. It is a two-door, four-seat Mega GT whose two enormous Dihedral Synchro-Helix doors and absent B-pillar give exceptional access to both rows. The central thesis: the Gemera is not a larger Jesko - it is an entirely new category of automobile, combining four-passenger practicality with about 2,300 hp, 2,750 Nm, four-wheel drive and hybrid technology, and it must be evaluated as both a luxury GT and an ultra-low-volume hybrid flagship at once.

Two coined rules carry the paper. The Mega-GT Rule: the Gemera is two cars in one valuation - a four-seat luxury GT and a hybrid flagship - and a buyer who prices only one of them misprices both. And the Young-Fleet Rule: with customer deliveries beginning only in mid-2026, every reliability statement is provisional - the Gemera is bought on warranty, factory documentation and specification, never on a maturity record that does not yet exist. The buyer's line: for an owner-driver, yes, now; for a pure investment, selectively - 300 cars create no scarcity urgency, so specification, originality, warranty status and complete factory documentation decide everything.

Key Finding

The defining story is the second development programme: revealed in 2020 with the 2.0-litre three-cylinder 'Tiny Friendly Giant' and three motors (~1,700 hp), the Gemera was fundamentally re-engineered - the production car uses the new Hot-V 5.0 V8, the single ~800 hp / ~39 kg Dark Matter e-motor and the nine-speed Light Speed Tourbillon Transmission, with essentially every customer choosing the V8. First deliveries came in June 2026, six years after the reveal.

There is no verified fleet-wide defect - and there cannot be yet: the fleet is weeks-to-months old, owner reports barely exist, and the enthusiast record consists mostly of delivery-timing discussions. Current concerns are structural categories (software, hybrid integration, battery ageing, door hydraulics, LSTT calibration), not observed patterns.

The buyer's line the whole paper serves: warranty transferability, battery coverage and complete factory documentation are the asset - in a custody without a history, the paper trail is the only maturity there is.

02 A NEW CATEGORY, NOT A LARGER JESKO

300 cars, a broader clientele - and six years from reveal to first delivery.

Three hundred customer cars make the Gemera Koenigsegg's largest programme ever - a number that initially surprised collectors and deliberately widened the clientele beyond the 25-, 80- and 125-car programmes, while allocation still favoured existing owners, established collectors and long-term clients; demand exceeded production well before deliveries commenced. Original pricing ran about US\$1.7M for the concept configuration, with the HV8 specification adding roughly US\$400K - most customer cars around US\$2.1M before taxes and

bespoke content. The Gemera does not replace the Jesko: it opens a different branch of the family, the same way the Regera once ran beside the Agera RS. And the delay story is the model's biography: unveiled 2020, produced from 2026, because in between Koenigsegg ran what amounts to a second development programme - drivetrain redesigned, the TFG replaced, the Hot-V V8 introduced, the Dark Matter motor and the LSTT created, homologation completed. That history explains both the car's maturity of specification and its total absence of ownership history.

03 THE SECOND DEVELOPMENT PROGRAMME

TFG out, Hot-V in - and three Koenigsegg firsts in one drivetrain.

KOENIGSEGG GEMERA - SPECIFICATION

The concept (2020)	2.0-litre three-cylinder 'Tiny Friendly Giant' with three electric motors, ~1,700 hp - the configuration that never reached production; customers overwhelmingly chose the V8 when offered
Hot-V V8	New 5.0-litre V8 with turbochargers inside the V - compact packaging, improved cooling, shorter intake paths; the engine concept that influenced the wider Koenigsegg family
Dark Matter	Single in-house e-motor: ~800 hp at ~39 kg, 'Raxial Flux' configuration, 850 V architecture - among the highest power-density production motors anywhere
LSTT	Nine-speed Light Speed Tourbillon Transmission, developed for the Gemera - shorter drivetrain, less weight, Hot-V packaging, and the enabler of four-wheel drive
Output & drive	~2,300 hp combined, ~2,750 Nm - permanent AWD with four-wheel torque vectoring: both Koenigsegg firsts; 1.11 hp per kg, 115 l fuel tank
Production	300 cars · reveal 2020, production from 2026, first customer delivery June 2026 · ~US\$2.1M typical pre-tax pricing in HV8 specification

(Factory figures. The battery is stated by Koenigsegg to meet current and forthcoming thermal-propagation requirements - extensive in-house development; detailed pack figures are confirmed per chassis with the factory.)

The custody consequences follow the architecture. The hybrid file inherits the Regera disciplines at a newer generation: HV isolation, coolant, cell balance, BMS state, charging history and thermal management - documented by factory diagnostics, with battery and Dark Matter work priced by factory quotation only. The LSTT inherits the LST law: software-matched, factory-only, evaluated through clutch pressures, calibration and torque-vectoring function - and no independent shop opens one. The doors are their own chapter: each Dihedral Synchro-Helix door is far larger than any previous Koenigsegg's, so hydraulic actuators, hinges, seals, latch alignment, opening sensors, software calibration and body alignment are inspected with particular care - correct adjustment matters more here than on any two-seat sibling.

04 THE FOUR-SEAT KOENIGSEGG

Memory foam, eight cup holders, four carry-ons - a grand tourer that happens to make 2,300 hp.

The interior is unlike anything the marque had built: four adult seats in memory foam, rear entertainment screens, Apple CarPlay, an 11-speaker system, induction charging, climate control, luggage room for four carry-on cases - and the detail Koenigsegg is proudest of, eight cup holders, four heated and four chilled. This is a genuine grand tourer, and the Mega-GT Rule follows: the Gemera's usability is not a compromise on the hypercar side but the other half of its identity, and both halves get inspected. The GT half: seats, screens, climate, charging, door convenience and seal integrity on those enormous apertures. The flagship half: the full hybrid, LSTT and cooling protocols of section 03. A four-seat 2,300 hp car with no B-pillar is a packaging achievement that depends on body alignment being exactly right - which is why door geometry appears twice in this paper, and twice in the checklist.

05 OWNING AND DRIVING THE MEGA GT

AWD, vectoring and 2,750 Nm with the family aboard - the Regera's successor as the usable Koenigsegg, and more.

The driving proposition is unlike anything earlier in this library: permanent four-wheel drive and four-wheel torque vectoring put 2,300 hp on the road with a civility no rear-drive Koenigsegg could offer, the hybrid fills every gap the Hot-V leaves, and the LSTT shifts with the Jesko generation's immediacy in a car built for distance. The 115-litre tank gives genuine touring range; four adults travel in actual comfort; and the enormous doors make the rear seats usable rather than theoretical. The custody consequences are equally new: this is the first Koenigsegg whose typical owner may drive it weekly, with children aboard, in traffic - which makes the door hydraulics, parking sensors, climate systems and charging equipment daily equipment rather than event hardware, and puts unglamorous items like tyre wear, stone chips and kerb-side clearances into the annual budget in a way no One:1 owner ever budgets. The sensible regime scales the marque standard upward: use is the point - regular distance, full heat cycles, documented charging, software kept current, and the underbody checked after real-world use, because a Mega GT actually meets the real world.

GEMERA VERSUS REGERA - THE USABLE KOENIGSEGGS	
Concept	Gemera: four seats, AWD, Mega GT · Regera: two seats, RWD, luxury megacar - the two 'usable Koenigseggs', a generation apart
Powertrain	Gemera: Hot-V V8 + Dark Matter through the nine-speed LSTT · Regera: V8 + three motors through no gearbox at all
Output	Gemera: ~2,300 hp / 2,750 Nm · Regera: ~1,500 hp - the Gemera carries 800 hp more and two more people
Custody accent	Gemera: young-fleet unknowns, door hydraulics, LSTT · Regera: battery ageing, KDD, established ten-year support pattern
Market state	Gemera: forming, no index, early premiums · Regera: mature working core €2.5-3.3M - the Gemera trades above it on newness alone, for now

(Paper 95 treats the Regera fully - the comparison exists because both cars answer the same question, usability at Koenigsegg level, a generation and a seating row apart.)

06 A CUSTODY WITHOUT A HISTORY YET

No owner reports, no defect patterns, no mature intervals - the Young-Fleet Rule governs everything.

This is the most unusual section of any paper in the Koenigsegg library: there is almost nothing to report, and that fact is the finding. Customer deliveries began in mid-2026; long-term owner reports barely exist; the enthusiast record to date consists mostly of delivery-timing discussions and the TFG-to-HV8 debate. No verified recurring defect comparable to the Jesko hydraulic campaign has emerged - and none could have, in a fleet this young. Current concerns are therefore structural categories rather than observed patterns: software, hybrid integration, battery ageing, the door hydraulics, cooling complexity, LSTT calibration. The maintenance rhythm is the marque's: annual service (oil, hybrid diagnostics, battery report, LSTT software, cooling circuits, suspension, brakes, tyres, doors), two-year fluids and hydraulic inspection, five-year overhauls - with the caveat that long-term intervals are prospective until the fleet earns its own data. Warranty is the counterweight: most Gemeras will run under factory warranty for years, and the secondary-market buyer confirms transferability, battery and HV coverage, software and LSTT terms and maintenance conditions in writing from Koenigsegg - the paper trail is the only maturity this custody has. Factory support is correspondingly central: diagnostics, travelling technicians, software updates, battery diagnostics, remote support, and Sweden for major work.

CUSTODY ECONOMICS - PLANNING ALLOWANCES

Servicing	Annual €20,000-35,000 · major scheduled service €40,000-80,000 · hybrid diagnostics €10,000-30,000
Hybrid systems	Battery work and Dark Matter motor by factory quotation only - the two components with no aftermarket existence at all
Driveline & chassis	LSTT repairs €100,000-300,000+ · suspension overhaul €40,000-100,000 · engine rebuild €250,000-500,000+

(Planning allowances, not tariffs - long-term invoices are almost nonexistent in a fleet this new. Five-year reserves, provisional by construction: warranty-era GT use €150,000-275,000 · heavier use or post-warranty €275,000-450,000 · uncertain documentation €400,000+ - insurance at agreed value with HV, LSTT and carbon cover, roughly €25-120K+/yr by use and value.)

07 A MARKET STILL FORMING

Early premiums, no stable index - and a collectability question with honest arguments on both sides.

The trajectory so far: launch, long delays, demand maintained, production at last - and early premiums over original pricing as first cars reach collections. Unlike the Regera, no mature secondary market exists; there are not yet enough completed public sales to define one. The collectability arguments deserve both columns. For: the first four-seat Koenigsegg, the first Mega GT, the first production Hot-V V8, the first Dark Matter motor, the first LSTT, the first AWD

Koenigsegg - an entirely new category from the founder era. Against: 300 cars is high by Koenigsegg standards, hybrid complexity ages on its own schedule, long-term reliability is unproven, production continues and the market has no floor history. The buy-now answer follows the Mega-GT Rule: for someone intending to own and drive, yes - the car is exactly what it promises; for a pure investment, be selective - no scarcity urgency exists, so specification, originality, warranty status and complete documentation are the entire case.

GEMERA - WORKING VALUATION FRAMEWORK, MID-2026

Delivery-mileage cars	€3.5-4.5M - early cars trading on newness and position in the queue; premiums over ~US\$2.1M pricing
Highly specified examples	€4.5-5.5M - heavy bespoke carbon and interior content; the specification is the differentiation in a 300-car programme
Unique specifications	€6M+ potential - one-off content and historically significant chassis; thin air, priced individually

(Early indications, not an index - the market is forming, production is ongoing, and the Young-Fleet Rule applies to prices as much as to reliability: every number here is provisional.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	Unknown by definition - a weeks-old fleet with sophisticated engineering and no track record; the honest score is a placeholder
Maintenance costs	□□□□	€20-35K annual services with factory-quotation hybrid components - and intervals that are still prospective
Parts availability	□□□□	In production with a growing network - the best supply position in the marque, though Gemera-unique components remain factory-only
Investment potential	□□□□	Six firsts against 300 cars and no market history - a real case, priced with more caution than any flagship in this library

MARQUE BUYING SCORE - KOENIGSEGG GEMERA

Category	Warranty-documented delivered car	Driver example (GT use)	Speculative or undocumented car
Reliability	6 / 10	6 / 10	3.5 / 10
Driving experience	9 / 10	9.5 / 10	8.5 / 10
Ownership cost	2.5 / 10	2.5 / 10	1.5 / 10
Parts availability	3.5 / 10	3.5 / 10	2 / 10
Long-term collectability	8 / 10	7.5 / 10	5 / 10
Investment potential	7 / 10	6.5 / 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 model's defining trap - the flipped car with unclear warranty transfer, unknown battery documentation and a price built on queue position rather than the car.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Koenigsegg documentation (300 Gemera; two-door, four-seat Mega GT with Dihedral Synchro-Helix doors and no B-pillar; production HV8 powertrain - Hot-V 5.0 V8 with in-V turbochargers plus the single Dark Matter e-motor (~800 hp, ~39 kg, Raxial Flux, 850 V); ~2,300 hp and ~2,750 Nm combined; nine-speed Light Speed Tourbillon Transmission; first Koenigsegg four-wheel drive and four-wheel torque vectoring; 1.11 hp/kg; 115 l tank; four memory-foam seats, rear entertainment, CarPlay, 11 speakers, induction charging, luggage for four carry-ons, eight cup holders - four heated, four chilled; battery stated to meet current and forthcoming thermal-propagation requirements), the development history (2020 reveal with 2.0 TFG three-cylinder and three motors, ~1,700 hp; full redesign to HV8 specification chosen by essentially all customers; production from 2026; first customer delivery June 2026), pricing (~US\$1.7M concept configuration, ~US\$2.1M typical HV8 before taxes), and the current market's early indications (€3.5-4.5M delivery-mileage / €4.5-5.5M highly specified / €6M+ unique - a forming market without enough completed public sales for an index). No verified fleet-wide defect exists; no meaningful owner-report base exists either, and the paper says so. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

08 THE BUYING PROTOCOL - AND SYNTHESIS

Warranty, documentation, specification - the three currencies of a custody without history.

The protocol: documentation (chassis verification, warranty and transferability in writing, software state, campaign status); engine (diagnostics, boost, cooling, oil); hybrid (battery health report, Dark Matter motor diagnostics, inverter, HV isolation); transmission (LSTT clutch pressures, software, torque-vectoring function); body (door alignment and hydraulic system through full cycles, carbon structure, underbody). Then agreed-value insurance with HV and LSTT cover, bound before completion. The selectivity logic bears repeating: with 300 cars and ongoing production, the buyer can wait for the right specification with the right paper - urgency is the seller's argument here, never the market's.

THE MEGA-GT RULE · THE YOUNG-FLEET RULE

The Gemera is two cars in one valuation - a four-seat luxury GT and an ultra-low-volume hybrid flagship. A buyer who prices only the GT misses the custody costs; a buyer who prices only the flagship misses what the car is for.

And with deliveries beginning only in mid-2026, every reliability statement is provisional: the Gemera is bought on warranty, factory documentation and specification - never on a maturity record that does not yet exist.

WALK AWAY - THE NON-NEGOTIABLES

Unresolved hybrid faults · uncertain battery health · LSTT software issues · poorly aligned Dihedral doors · undocumented structural repairs · incomplete factory history · unsupported software modifications · warranty transfer priced in but unconfirmed. And the young-fleet corollary: any seller claiming established long-term reliability is describing a record that does not exist yet - for anyone.

WHO SHOULD BUY THIS CAR

The driving family collector: the only car on earth that carries four people at this level - bought to be used, under warranty, with the factory relationship active.

The technology collector: six Koenigsegg firsts in one chassis - HV8, Dark Matter, LSTT, AWD, vectoring, the Mega GT category itself.

The patient specifier: with 300 cars, the right specification with the right documentation is worth waiting for - selectivity costs nothing here.

Not: the queue-position speculator - no scarcity urgency exists, the market has no floor history, and a flipped car with unclear warranty transfer is this model's defining trap.

BOTTOM LINE

Three hundred cars, two doors, four seats, 2,300 hp - the world's first Mega GT, delivered from June 2026 after a six-year, twice-developed gestation. No defect history, no owner-report base, no mature market: warranty, documentation and specification are the entire purchase. €3.5-6M+ early indications. Buy it to drive it, specify it to keep it - and let the speculators learn the Young-Fleet Rule at their own expense.

ONE-SENTENCE VERDICT

The Gemera is Koenigsegg's boldest gamble made real - a four-seat, 2,300 hp category of one, bought in its youth on warranty, paper and specification, and destined to be judged by a history that has only just started being written.

SOURCES

Koenigsegg documentation: Gemera - 300 to be produced, the marque's largest programme; two-door, four-seat Mega GT, Dihedral Synchro-Helix doors, no B-pillar; production powertrain HV8 (Hot-V 5.0 V8, turbos inside the V) plus one Dark Matter e-motor (~800 hp, ~39 kg, Raxial Flux, 850 V architecture); ~2,300 hp / ~2,750 Nm combined; nine-speed Light Speed Tourbillon Transmission developed for the Gemera; first Koenigsegg AWD and four-wheel torque vectoring; 1.11 hp per kg; 115 l fuel tank; four memory-foam seats, rear entertainment with CarPlay, 11-speaker audio, two induction chargers, luggage for four carry-on cases, eight cup holders (four heated, four chilled); battery stated to pass current and forthcoming thermal-propagation requirements. Development: revealed 2020 with the 2.0-litre three-cylinder TFG and three motors (~1,700 hp); fundamentally redesigned - HV8 chosen by essentially all customers; production from 2026; first customer delivery June 2026. Pricing: ~US\$1.7M concept configuration; HV8 adding ~US\$400K - typical ~US\$2.1M before taxes and options. Market: early indications €3.5-4.5M delivery-mileage / €4.5-5.5M highly specified / €6M+ unique - a forming market without sufficient completed public sales for an index. Reliability: no verified fleet-wide defect and no mature owner-report base - both stated as facts of fleet age, not of quality. Companion documents: Buyer's Checklist No. 92 and Model File 92; Papers 88-97 for context. Values are indicative frameworks, not valuations; nothing here is investment advice.