

KOENIGSEGG CC850

99

The manual megacar, 2022-2027 - seventy birthday cars in the CC8S silhouette, built on Jesko engineering around a gearbox that exists nowhere else

70

Fifty cars for the founder's fiftieth birthday became seventy within a week of the 2022 Pebble Beach unveiling - all allocated immediately

1,385

PS on E85 against 1,385 kg curb weight - the second Koenigsegg after the One:1 to state a one-to-one figure as its identity

6+9

The Engage Shift System - a true clutch pedal and gated six-speed manual synthesised from the 9-speed Light Speed Transmission

€3.5-4.5M

The 2026 analytical span - from a US\$3.65M launch position to €3.75M delivery-mileage asking prices while deliveries are still young

01 EXECUTIVE SUMMARY

The CC850 is Koenigsegg arguing with its own history and winning: a car unveiled at Pebble Beach on 19 August 2022 for Christian von Koenigsegg's fiftieth birthday, drawn deliberately in the silhouette of the 2002 CC8S that started the company, and engineered underneath as a sibling of the Jesko - carbon monocoque with integrated tanks, the 5.0-litre twin-turbo flat-plane V8 at 1,185 hp on petrol and 1,385 hp on E85, 1,385 Nm at 4,800 rpm, and 1,385 kg of curb weight. The three matching figures are the point: like the One:1 before it, the CC850 states a one-to-one identity - this time horsepower per kilogram on E85 - as a designed fact, not a coincidence. Planned production was fifty cars; within a week of the unveiling demand pushed the run to seventy, and every position was committed almost immediately.

What separates the CC850 from every other hypercar of its generation is the Engage Shift System. The ESS is not a manual gearbox bolted to an old architecture - it is the 9-speed Light Speed Transmission reprogrammed and re-engineered to present the driver with a true clutch pedal and a gated six-speed shifter, synthesising six mechanical-feeling ratios from its nine real ones, with different effective ratio sets per drive mode - and the whole system can switch to a fully automatic nine-speed at the driver's request. Christian von Koenigsegg's public framing - 'the fastest manual car around a racetrack' - is a claim about a category the CC850 invented for itself. The custody consequence is immediate: no generic transmission specialist has ever seen this system, and the factory relationship is not optional.

Key Finding

The CC850 market has almost no history yet - and that absence is the paper's subject. Production began on the Reodor line in Ängelholm in 2025 at roughly one client-specification car every two weeks and is expected to run into late 2027. The first customer car reached Switzerland in mid-2025; the first United States car - chassis 7523, Moon Silver over brown leather - was delivered through Koenigsegg Florida in December 2025 and is driven, not stored, in the Miami area.

Because the fleet is young, the market trades in positions rather than cars: launch pricing was reported around US\$3.65 million, secondary offers for transferable build slots appeared within months carrying premiums in the hundreds of thousands, and by May 2025 a delivery-mileage EU car was being offered at €3.75 million net. No public auction result exists as of July 2026. Every valuation statement in this paper is therefore a framework for a market that is still forming - and the buyer's real asset is the allocation relationship with the factory, documented in writing.

02 FIFTY BECAME SEVENTY

A birthday present that sold out twice - and an allocation that was a reward for proximity, not a price list.

The CC850 was announced as fifty cars - one for each year of the founder's life, unveiled during Monterey Car Week beside the very CC8S it honours. Demand did not merely absorb the run; it overwhelmed it, and on 25 August 2022, six days after the reveal, Koenigsegg publicly raised production to seventy cars, citing extraordinary demand from close customers who would otherwise have been left out. The number matters for the file: a seventy-car edition of a company's twentieth-anniversary self-portrait is simultaneously rarer than a Regera (eighty cars) and less rare than the original fifty-car promise - and the twenty additional cars were themselves an allocation event, distributed inside the existing customer network. There was no order book in any public sense: positions went to collectors with Koenigsegg history, and the car sold out before the configurator existed.

Contemporary reporting placed the price around US\$3.65 million before taxes and specification - materially above a Jesko position at the time - and the premium was understood as the cost of the birthday car's identity: the CC8S body language, the analogue chronocluster instrument, and the ESS gearbox that no other Koenigsegg offers. For provenance purposes every CC850 begins its life with the same three documents: the allocation confirmation, the specification record, and the delivery file - and because the model's production run extends into 2027, a 2026 buyer must first establish which of the three states a 'CC850 for sale' actually is: a delivered car, a factory build slot, or a promise of someone else's position.

03 THE ENGAGE SHIFT SYSTEM

Six gears with a clutch pedal, nine gears without - one transmission, and the reason this car exists.

The ESS deserves to be understood precisely, because it is the CC850's defining asset and its defining custody risk. The base hardware is the Jesko's 9-speed Light Speed Transmission - multi-clutch, no flywheel, near-instant ratio changes. Above it, Koenigsegg built a synthesis layer: a genuine clutch pedal with hydraulic feel, a gated shifter, and control software that presents six manual ratios assembled from the nine internal gears - complete with the ability to stall the car if the driver mishandles the clutch. The six presented ratios change with drive mode: a shorter, track-biased set and a longer touring set, something no mechanical manual can do. At the driver's choice the same transmission becomes a fully automatic nine-speed with the LST's frictionless shift character. It is the only transmission of its kind in production anywhere.

KOENIGSEGG CC850 - SPECIFICATION

Engine	5.0-litre twin-turbo V8, flat-plane crank, dry sump - 1,185 hp at 7,800 rpm on petrol, 1,385 hp on E85, 1,385 Nm at 4,800 rpm, 8.71:1 compression, 185 kg engine weight, flex-fuel capability
The ratio	1,385 hp on E85 against 1,385 kg curb weight - the second one-to-one Koenigsegg, twelve years after the One:1 - with 1,385 Nm completing the deliberate triple
Transmission	Engage Shift System: 9-speed Light Speed Transmission presenting a gated 6-speed manual with true clutch pedal, mode-dependent ratio sets, switchable to full automatic - Koenigsegg Electronic Differential
Chassis	Carbon monocoque with aluminium honeycomb and integrated fuel tanks, 65,000 Nm/degree torsional rigidity - double wishbones, adjustable ride height, hydraulic front and rear lift, Autoskin body operation
Wheels & tyres	Forged aluminium 20x9.5 front / 21x12.25 rear - Michelin Pilot Sport 4S, 265/35-20 and 325/30-21: a deliberate road-tyre choice, not a Cup 2 track fitment
Brakes	Ventilated carbon-ceramic discs, 410 mm six-piston front / 395 mm four-piston rear - Sport ABS with three stability modes
Dimensions	4,364 mm long, 2,024 mm wide, 1,127 mm high, 2,700 mm wheelbase - 72-litre tank, two seats, removable hardtop

(Factory figures. The CC850 quotes no headline top speed and no record claims - the car's positioning is deliberately about the driving interface, not vmax; contemporary coverage estimated 0-100 km/h around three seconds and a 400 km/h-class capability that Koenigsegg has never formalised.)

04 JESKO ENGINEERING IN A CC8S BODY

A twentieth-anniversary silhouette over current-generation mechanicals - and the custody rules follow the mechanicals.

Nothing structural is shared with the 2002 CC8S - the resemblance is a designed quotation: the clean flanks, the wraparound glasshouse, the absence of a fixed rear wing, the telephone-dial wheel motif. Underneath, the CC850 is a Jesko-generation car, and a buyer's technical due diligence should treat it as one: the same V8 family with flex-fuel sensing and the same storage-and-fuel-age disciplines this library established for the Agera and One:1, the LST's hydraulic and clutch-pack health read through factory diagnostics, active ride-height and lift systems, and Autoskin actuators that must cycle correctly. The deliberate differences matter equally: Pilot Sport 4S tyres and a wingless body mark the CC850 as a road car in character - high-downforce track duty was never the brief, and originality of the retro details (chronocluster, gated shifter surround, interior brightwork) will carry provenance weight the way early-CC interior details do today.

The interior is its own asset. The chronocluster - an analogue-faced instrument with peripheral rev counter, central speed dial and boost display - exists only in this model, as does the CC850-specific gate. Both are low-volume bespoke components: cosmetic damage, aftermarket alteration or a missing original shifter knob is not a detail problem but a originality problem in a seventy-car population where every car will eventually be known individually.

05 PRODUCTION AS AN EVENT

One car every two weeks on the Reodor line into late 2027 - a market where delivery order is itself provenance.

CC850 production began in 2025 on the Reodor line in Ängelholm at a stated cadence of roughly one client-specification car every two weeks, with the run expected to extend into late 2027. The first customer delivery went to Switzerland in mid-2025; the first United States car - chassis 7523, Moon Silver over brown leather, delivered through Koenigsegg Florida in December 2025 - belongs to Thomas D. Stern of Chieftain Capital Management, whose family office had made a €50 million strategic investment in Koenigsegg in September 2024. That pairing of first US car and strategic investor is not gossip; it illustrates how CC850 allocation worked - proximity to the company was the currency - and it means early chassis carry documented, named histories from day one.

For a 2026 buyer the production timetable creates three distinct objects of purchase. A delivered car has a real service history, however short, and its condition can be inspected. A confirmed factory build slot has a specification window and a delivery date, and its transfer must be blessed by Koenigsegg to be worth anything. And an offered 'position' without factory confirmation is the market's most dangerous object - a promise about a promise. The paper's rule: the factory's written confirmation of the specific chassis or slot, its specification state and its delivery window is the first document requested, before any commercial conversation.

06 OWNING A CC850 IN YEAR ONE

Warranty-era custody with one system nobody else can touch - and fuel discipline carried over from twenty years of flex-fuel Koenigseggs.

A 2026 CC850 is a warranty-era car maintained inside the factory network by definition - there is no independent specialist ecosystem, and for the ESS there may never be one. The annual rhythm mirrors the Jesko family: full diagnostic and telemetry download, software and campaign state, turbo and actuator inspection, fuel-system and ethanol-sensing checks, hydraulic health for ride height, lift and Autoskin, brake and tyre assessment - plus the CC850-specific items: clutch-pedal feel calibration, gate mechanism inspection, and ESS software state, which the paper treats as a single integrated system with the LST. The known-weakness logic of this library applies unchanged: low-voltage discipline first, fuel age and ethanol content before any full-load running, and no non-factory software under any circumstances.

CUSTODY ECONOMICS - PLANNING ALLOWANCES

Servicing	Routine annual €15,000-30,000 in the warranty era · with transport to a factory point €25,000-45,000 · recommissioning after storage €50,000-150,000
Powertrain	Out-of-warranty planning: turbo and actuator work €20,000-60,000 · LST/ESS hydraulic and clutch-pack intervention €40,000-120,000 (factory-only) · engine-out work €150,000-400,000+
Systems	Autoskin and lift hydraulics €15,000-50,000 · chronocluster or bespoke interior components by factory quotation only · ceramic brakes €60,000-140,000+ per set with discs
Carbon & majors	Cosmetic carbon and paint €30,000-100,000 · structural carbon €200,000-600,000+ · any accident file must be factory-documented from the first day

(Planning allowances, not tariffs - the fleet is too young for a documented invoice record, and the figures extrapolate from Jesko-family custody and the documented Koenigsegg service economics of Papers 88-98. Five-year reserves: current, exercised car €150,000-300,000 · stored or under-used car materially more. Insurance at €3.5-4.5M agreed values: €25,000-120,000 by use and territory.)

07 A MARKET OF POSITIONS, NOT PRICES

US\$3.65M at launch, €3.75M asked at delivery mileage, no auction result yet - the CC850 trades on paper until the fleet exists.

Public price evidence as of July 2026 is exactly three kinds. First, the launch position: reporting around the 2022 unveiling placed the car at roughly US\$3.65 million. Second, the slot market: within months of sell-out, transferable build positions were being offered with premiums reported in the hundreds of thousands, and by 2025 European intermediaries were marketing confirmed EU-spec slots with nine-month delivery windows. Third, the first physical cars: in May 2025 a delivery-mileage EU car - fifty kilometres - was offered at €3.75 million net. No CC850 has crossed a public auction block. That absence is structural: seventy owners chosen for loyalty, a production run still open, and a factory that watches resale behaviour when allocating its next limited model - the same discipline that keeps early Jesko and Gemera resales quiet.

CC850 - WORKING VALUATION FRAMEWORK, MID-2026

Build slots	€3.4-3.9M equivalent all-in for factory-confirmed positions - value rests entirely on Koenigsegg blessing the transfer; an unconfirmed position is priced as risk, not as a car
Delivered standard cars	€3.5-4.2M - delivery-mileage or lightly used, complete factory file, warranty running; the €3.75M net 2025 asking price is the documented reference point
Exceptional cars	€4.2-4.8M+ - launch-adjacent chassis, historically significant first deliveries, or specification that quotes the CC8S directly; premiums are chassis-specific, not model-wide
The long view	Unpriced - the analytical case rests on the ESS being unrepeatable, the seventy-car count, and the birthday-car story; the risk case rests on production running to 2027 and a large modern-Koenigsegg supply

(Analytical estimates against asking-price and reported-transaction evidence only - no public auction result exists. A market with no completed public sales is priced by its offers, and offers are positions; the paper treats them as such. Values assume factory confirmation, complete files and EU or US market cars; grey positions trade at material discounts for good reason.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□□	Jesko-generation engineering in its warranty era, factory-maintained by definition - unproven only in the sense that the fleet is young
Maintenance costs	□□□□□	Factory-network custody at Koenigsegg prices - €15-30K routine years now, six-figure system events once the warranty era closes
Parts availability	□□□□□	Factory or nothing, and will remain so - ESS, chronocluster and CC850 bespoke components exist for seventy cars only
Investment potential	□□□□□	The strongest paper case in the modern range: unrepeatable gearbox, anniversary identity, seventy cars - conditioned entirely on the file and the factory relationship

MARQUE BUYING SCORE - KOENIGSEGG CC850

Category	Delivered car (factory-current)	Confirmed slot (factory-blessed)	Grey position or undocumented car
Reliability	7 / 10	- / 10	3 / 10
Driving experience	10 / 10	- / 10	9 / 10
Ownership cost	2.5 / 10	3 / 10	1 / 10
Parts availability	2 / 10	2 / 10	1 / 10
Long-term collectability	9.5 / 10	8.5 / 10	5 / 10
Investment potential	9 / 10	8 / 10	3.5 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. A slot scores no Reliability or Driving marks - it is paper until delivered - and the third column prices the market's defining trap: the position without factory confirmation, or the early car whose short file already has gaps.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Koenigsegg documentation (unveiling 19 August 2022 at Pebble Beach for the founder's fiftieth birthday and the CC8S twentieth anniversary; production raised from fifty to seventy on 25 August 2022; 5.0 twin-turbo flat-plane V8, 1,185 hp petrol / 1,385 hp E85 at 7,800 rpm, 1,385 Nm at 4,800 rpm, 8.71:1 compression, 185 kg engine; ESS with gated six-speed manual and clutch pedal over the 9-speed LST, switchable to automatic; 1,385 kg curb weight; carbon monocoque 65,000 Nm/degree; Michelin Pilot Sport 4S 265/35-20 and 325/30-21; ceramics 410/395 mm; 4,364/2,024/1,127 mm, 2,700 mm wheelbase, 72-litre tank), production reporting (Reodor line, Ängelholm, from 2025, one car per two weeks, run into late 2027), delivery reporting (first customer car to Switzerland mid-2025; first US car chassis 7523, Moon Silver, Koenigsegg Florida, December 2025, Thomas D. Stern; Chieftain Capital €50M investment September 2024), launch pricing reported near US\$3.65M (Bloomberg, August 2022), and the May 2025 €3.75M net delivery-mileage offer. 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 the confirmed chassis and the factory relationship - and treat every unconfirmed position as the risk it is.

The timing logic is inverted from the rest of this library: the CC850 market will not mature until the last car delivers in 2027, and the 2026 buyer is early by definition. That is not a reason to wait - the best chassis are being claimed now - but it defines the protocol. Buy when Koenigsegg confirms the chassis or slot in writing; when the specification record, delivery window and warranty state are documented; when the transfer is factory-blessed; and when the price is understood as a position in a forming market, with at least €300,000 of technical and market reserve behind it. Do not buy a position the factory has not confirmed, a car whose short history already has undocumented events, or any CC850 on the promise of quick resale - seventy loyal owners and a watching factory make flipping both difficult and reputationally expensive. The inspection protocol for delivered cars: identity and allocation provenance first, then ESS and LST diagnostic state, clutch-pedal calibration and gate condition, flex-fuel and storage history, hydraulic systems (ride height, lift, Autoskin), software currency, and the completeness of the delivery file down to the original shifter knob and chronocluster state.

WALK AWAY - THE NON-NEGOTIABLES

No written factory confirmation of chassis or slot · allocation transfer without Koenigsegg's blessing · any gap in the delivery-to-date file · non-factory ESS or software intervention of any kind · clutch or gate behaviour the seller explains away · unexplained warranty interruptions · aged fuel or unknown storage in a flex-fuel car · modified or missing bespoke interior components · a price justified by 'the next one will cost more'. And the most dangerous sales phrase: 'it is basically a Jesko with a manual' - a description that ignores the one system that makes this car unrepeatable and the allocation history that makes it valuable.

WHO SHOULD BUY THIS CAR

The reference collector: building a complete modern Koenigsegg set, for which the CC850 is the anniversary keystone - bought as a confirmed chassis with the full factory file.

The driving purist: the owner the car was designed for, who will use the clutch pedal, run the annual factory rhythm and let the mileage document the point of the ESS.

The provenance buyer: an early, named delivery - a first-in-country car or a chassis with documented allocation history - bought with the story reconciled to paper.

Not: the buyer who needs an established price history, the flipper facing a watching factory, or anyone who reads 'manual Jesko' and stops thinking there.

BOTTOM LINE

Seventy cars, 2022-2027: the CC8S silhouette on Jesko engineering, 1,385 hp against 1,385 kg, and the only gearbox in the world that is a gated manual and a nine-speed automatic in one housing. The market is young by design - launch near US\$3.65M, documented asking prices to €3.75M at delivery mileage, no public auction history - and the custody is factory-centric forever. Buy the confirmed chassis, the written allocation provenance and the complete file - or wait for a market that will only get more selective.

ONE-SENTENCE VERDICT

The CC850 is Koenigsegg proving it can out-engineer its own nostalgia - a seventy-car birthday present whose synthesised manual gearbox is the single most collectable idea in the modern catalogue, and whose value will belong to the owners who kept the factory close and the file complete.

SOURCES

Koenigsegg documentation: CC850 unveiled 19 August 2022, Monterey/Pebble Beach - the founder's fiftieth birthday and twenty years after CC8S production began; edition raised from 50 to 70 cars on 25 August 2022 on demand from existing customers; 5.0-litre twin-turbo flat-plane V8 - 1,185 hp petrol / 1,385 hp E85 at 7,800 rpm, 1,385 Nm at 4,800 rpm, compression 8.71:1, engine 185 kg, flex-fuel; Engage Shift System - 9-speed Light Speed Transmission presenting a gated 6-speed with true clutch pedal, mode-dependent ratio sets, switchable full-automatic operation; Koenigsegg Electronic Differential; carbon monocoque with integrated tanks, 65,000 Nm/degree; double wishbones, adjustable ride height, front/rear lift, Autoskin; forged wheels 20x9.5 / 21x12.25 with Michelin Pilot Sport 4S 265/35-20 / 325/30-21; ceramics 410 mm six-piston / 395 mm four-piston, Sport ABS; 4,364 x 2,024 x 1,127 mm, wheelbase 2,700 mm, 72-litre tank, 1,385 kg; chronocluster instrument; 'fastest manual car around a racetrack' (Christian von Koenigsegg). Production: Reodor line, Ångelholm, from 2025, approximately one car every two weeks, run expected into late 2027. Deliveries: first customer car to Switzerland (Carage collection), mid-2025; first US car chassis 7523, Moon Silver over brown leather, delivered via Koenigsegg Florida December 2025 to Thomas D. Stern (Chieftain Capital Management - €50M strategic investment in Koenigsegg, September 2024). Market: launch price reported near US\$3.65M (Bloomberg, 19 August 2022); secondary slot premiums in the hundreds of thousands reported from 2022; May 2025 delivery-mileage EU car offered at €3.75M net (50 km); no public auction results through July 2026. Companion documents: Buyer's Checklist No. 89 and Model File 89; Papers 88-98 for marque context. Values are indicative frameworks, not valuations; nothing here is investment advice.