Koenigsegg

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Company

- The company was founded in 1994 in Sweden by Christian von Koenigsegg, with the intention of producing a "world-class" sports car. Many years of development and testing led to the CC8S, the company's first street-legal production car which was introduced in 2002.
- In 2006, Koenigsegg began production of the CCX, which uses an engine created in-house specifically for the car. The goal was to develop a car homologated for use worldwide, particularly the United States whose strict regulations did not allow the import of earlier Koenigsegg models.
- In March 2009, the CCXR was listed by *Forbes* as one of "the world's most beautiful cars".
- In December 2010, the Agera won the BBC Top Gear Hypercar of the Year Award.
- Apart from developing, manufacturing and selling the Koenigsegg line of sports cars, Koenigsegg is also involved in "green technology" development programmes beginning with the CCXR ("Flower Power") flex-fuel sports car and continuing through the present with the Jesko. Koenigsegg is also active in development programs of plug-in electric cars' systems and next-generation reciprocating engine technologies. Koenigsegg has also developed a camless piston engine which found its first application in the Gemera, which was introduced in 2020.
- Koenigsegg develops and produces most of the main systems, subsystems and components needed for its cars in-house instead of relying on subcontractors.
- In January 2019, Koenigsegg sold a 20% stake in the company to Swedish electric car manufacturer (Egstrand & Lundgren), National Electric Vehicle Sweden (NEVS), for US$171 million.
- Koenigsegg has since then bought the stake back from NEVS in 2021 and owns 100% of the company again.
- In mid-2023, Koenigsegg inaugurated a new factory, engineering and R&D facilities and a showroom in Ängelholm.

History

- **Factory history**
- The old factory building in Ängelholm, SwedenChristian von Koenigsegg got the idea to build his own car after watching the Norwegian stop-motion animated movie *The Pinchcliffe Grand Prix* in his youth.At 22 years old, Koenigsegg gathered SKr 60,000,000 from investors and founded Koenigsegg Automotive in 1994.
- Initially, Koenigsegg Automotive was based in Olofström. In the early 2000s, the company moved to Ängelholm. On 22 February 2003, one of the production facilities caught fire and was badly damaged.] Koenigsegg then acquired an abandoned air field to use as his new factory building and in late 2003, one of the two large fighter-jet hangars and an office building were converted into a car factory. Since then, the company is located near the still-active Ängelholm airport. Koenigsegg controls and uses the former military runway for shakedown runs of production cars and high-speed testing.]
- In July 2023 Koenigsegg opened a newly built factory, close to the old factory building in Ängeholm, doubling the production capacity.

Prototypes and prodyction

- **Prototypes and production**
- The Koenigsegg CC prototype which became the basis for future models of the companyThe initial design of the CCwas penned down by Christian von Koenigsegg. Industrial designer David Crafoord realised the sketches as a 1:5 scale model. This model was later scaled up in order to create the base plug for the initial Koenigsegg prototype that was finished in 1996. During the next years, the prototype went through extensive testing and several new prototypes were built. The prototypes initially used an Audi V8 engine but after the engine supply contract fell through, the next candidate was the Flat-12 race engine developed by Motori Moderni for the Scuderia Coloni Formula one team, in which this engine was raced under the Subaru badge in the 1990 season. These Subaru 1235 engines were purchased and modified for use in the CC; this deal failed when the founder of Motori Moderni died, sending the company into bankruptcy

- Koenigsegg developed its own engine based on the Ford Modular architecture in 2012. It later developed its own engines from scratch, including control systems and transmissions, which is very unusual for a small size sports car producer.

Badge

- **Badge**
- The Koenigsegg badge was designed in 1994 by Jacob Låftman, based on the heraldic coat of arms of the Koenigsegg family. The shield has been the family's coat of arms since the 12th century when a family member was knighted by the Holy Roman Empire.

Models

- A Koenigsegg CC prototype was first publicised in 1996, while the full carbon fibre production prototype having white paintwork was finally unveiled at the 2000 Paris Motor Show. Stephan Reeckmann became the first customer of the brand, placing a deposit in 2001. Another customer took delivery of a red CC8S in 2002 at the Geneva Auto Show and four more cars were built that year. Koenigsegg was established in Asia later that year with a premiere at the Seoul Auto Show. In 2004, the new CCR, which was basically a high performance variant of the CC8S, was unveiled at the Geneva Auto Show; only 14 were produced.
- In 2006, Koenigsegg introduced the CCX, a new model, that was developed in order to meet worldwide regulations for road use. This meant the car had to go through extensive development in order to meet the latest and most stringent safety and emission standards that the world's authorities demanded; Koenigsegg had to, for example, develop its own engines and other related technologies.

- In 2007, Koenigsegg premiered the CCXR, a biofuel/flex-fuel version of the CCX. The car features a modified engine, fuel system, and engine management system that enables the car to run on normal gasoline or ethanol, and in any mixture between these two fuels. Ethanol has a higher octane rating compared to regular fuel
- In 2009, Koenigsegg released information about a special edition car called the *Trevita*, of which three were planned to be made but only two were finished due to technical problems. The *Trevita*, which translates into English as "three whites", has a body made entirely of Koenigsegg's proprietary material consisting of diamond-coated carbon fibre. The *Trevita* is based on the CCXR, and therefore has a power output of 759 kW; 1,032 PS; 1,018 hp when running on biofuel.

- In 2010 Koenigsegg released information at the 2010 Geneva Motor Show about a new model called the Agera, which translates into English as "take action/act". The Agera features a Koenigsegg developed 5.0-litre V8 engine coupled with variable turbo geometry turbochargers having a power output of 716 kW; 973 PS; 960 hp, mated to a newly developed 7-speed dual clutch transmission. The Agera's design follows a clear lineage from the previous Koenigsegg sports cars, but adds many special new features, such as a wider front track, new styling and aerodynamic features, and a new interior; including a new lighting technique called "Ghost Light" by the manufacturer which consists of microscopic holes to hide the interior lighting until it is turned on, which then shines through what appears to be solid aluminium. Production of the Agera ended in July 2018 after being in production for eight years when two of the three final edition cars were presented to its customers.
- At the 2015 Geneva Motor Show, Koenigsegg presented a new model named the *Regera*, which translates into English as to "reign" or "rule". The Regera uses the Koenigsegg Direct Drive (KDD) transmission. Below 48 km/h (30 mph), motive power is by two electric motors on the rear wheels and the internal combustion engine (ICE) is disconnected. Above 48 km/h (30 mph), the ICE is connected by a fixed ratio transmission with no gearbox, torque vectoring by the previously mentioned electric motors and boosted by a third electric motor attached to the driveshaft.
- Koenigsegg initially based its engine on a V8 engine block from Ford Racing. These engines powered the initial run of the CC monikered cars. The block for the 4.8 L (4,800 cc) V8 in the CCX (Competition Coupe Ten, to celebrate ten years of the company) was cast for Koenigsegg by Grainger & Worrall of the UK who also cast the block for the Agera's 5.0-litre engine.

List of models

- Koenigsegg CC (1994) 1 prototype[39]
- Koenigsegg CC8S (2002–2003) 6 units (2 right hand drive) – 0–100 km/h (0–62 mph) under 3.5 sec. Top speed 390 km/h (243 mph) (claimed)[40]
- Koenigsegg CCR (2004–2006) 14 units – 0–100 km/h (0–62 mph) 3.2 sec. Top speed 395 km/h (245 mph) (claimed); 387.866 km/h (241.009 mph) (tested)[41]
- Koenigsegg CCX (2006–2010) 29 units – 0–100 km/h (0–62 mph) 3.2 sec. Top speed 395 km/h (245 mph) (claimed)[42][43]
  - Koenigsegg CCGT (2007) Only 1 unit developed for the sole purpose of competing in the FIA GT1[44]
  - Koenigsegg CCXR (2007–2009) 9 units – 0–100 km/h (0–62 mph) 3.1 sec. Top speed 401 km/h (249 mph) (claimed)[45]
  - Koenigsegg CCX Edition (2008) 2 units[46] – 0–100 km/h (0–62 mph) 3.0 sec. Top speed 401 km/h (249 mph) (claimed)[47]
  - Koenigsegg CCXR Edition (2008) 4 units[48] – 0–100 km/h (0–62 mph) 2.9 sec. Top speed 401 km/h (249 mph) (claimed)[49]
  - Koenigsegg CCXR Special Edition (2008–2009) 2 units[50] – 0–100 km/h (0–62 mph) 2.9 sec. Top speed 401 km/h (249 mph) (claimed)[51]
  - Koenigsegg Trevita (2008–2009) 2 units[52] – 0–100 km/h (0–62 mph) 2.9 sec. Top speed 410 km/h (255 mph) (claimed)[53]

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- Koenigsegg Quant (2009) Solar Concept[54]
- Koenigsegg Agera (2010) 7 units (2 became Agera R later on) – 0–100 km/h (0–62 mph) 3.0 sec. Top speed 420 km/h (261 mph) (claimed)[55]
- Koenigsegg Agera R (2011–2014) 18 units (2 were converted from normal Agera)– 0–100 km/h (62 mph) 2.8 sec, 0–200 km/h (124 mph) 7.8 sec. Top speed 420 km/h (261 mph) (claimed)[56]
- Koenigsegg Agera S (2013–2014) 5 units – 0–100 km/h (62 mph) 2.9 sec, 0–200 km/h (124 mph) 7.9 sec. Top speed 420 km/h (261 mph) (claimed)[57]
- Koenigsegg One:1 (2014–2015) 6 units + 1 prototype – 0–400 km/h (248 mph) 20 sec. Top speed 440 km/h (274 mph) (claimed)[58][59][60][61]
- Koenigsegg Agera RS (2015–2018) 27 units (overproduction by 2, there were just 25 units originally planned). 3 Agera RSR for Japanese market and 2 Agera XS included. Top speed 457.94 km/h (284.55 mph) (tested)[62][63]
- Koenigsegg Agera Final (2016–2018) 3 units[64][65]
- Koenigsegg Regera (2016–2022) 80 units – 0–100 km/h (0–62 mph) 2.8 sec. Top speed 410 km/h (255 mph) (claimed)[66]
- Koenigsegg Jesko (2021–) 125 units planned (Buyers have the option to choose between the track-oriented Jesko Attack or the speed-focused Jesko Absolut). Reported Absolut top speed is 500 km/h (310.7 mph)[67][68]
- Koenigsegg Gemera (2024–) 0–100 km/h (62 mph) 1.9 sec, $1.9 Million.[69] 300 units planned.[70]
- Koenigsegg CC850 (2024–) 50 units originally planned, later modified to 70 units[71] – inspired by the Koenigsegg CC8S design, and commemorating Christian von Koenigsegg's 50th birthday and 20 years since the delivery of their first production vehicle (Koenigsegg CC8S).[72]

Awards

- *Top Gear* – Award 2022 – The Jesko becomes BBC Top Gear Hypercar of the Year
- *Top Gear* – Award 2010 – The Agera becomes BBC Top Gear Hypercar of the Year
- Red Dot – Award for excellent Design
- National Swedish Design Prize – *Utmärkt Svensk Form*
- Entrepreneur of the Year Nomination – *Företagarna* Sweden
- Powercar – Superexotic import of the year 2007 and 2008 – Germany

- Koenigsegg Jesko

Koenigsegg CCR

- Koenigsegg One:1

Koenigsegg Agera RS

Koenigsegg CC prototype