



**Koenigsegg**

**Press information**

GENEVA: March 3, 2020

The new Koenigsegg Gemera:

The world's first Mega-GT and Koenigsegg's first for four

**The Koenigsegg Gemera has made its world debut. It is the world's first Mega-GT and Koenigsegg's first four-seater. The Gemera is limited to an edition of 300 cars. It is an extreme megacar that meets spacious interior and ultimate environmental consciousness.**

"Ultimate performance has belonged to the world of two-seaters with very limited luggage space – until now", says CEO and founder Christian von Koenigsegg. "The Gemera is a completely new category of car where extreme megacar meets spacious interior and ultimate environmental consciousness. We call it a Mega-GT."

#### **Ultimate performance**

Since the birth of the company more than 25 years ago, Koenigsegg has been driven to create the ultimate performance car.

This new Mega-GT seats four large adults comfortably with space catering to their carry-on luggage, meaning the Koenigsegg megacar experience can be shared with family and friends. Despite being a four-seater, the Gemera easily outperforms most two-seat megacars, both combustion and electric. Still, the focus of the Gemera is taking on long-range public roads – family trips, in comfort, style and safety with never-before-experienced performance.

With its 1.27 megawatts of power and 3500 Nm of torque, the Gemera goes from 0 to 100 km/h in 1.9 seconds and to 400 km/h in record matching pace.

The Gemera comes with an evocative and deep-throated growl from its large displacement Freevalve 3-cylinder engine.

#### **Creature comforts**

As the first in a new segment the Gemera Mega-GT is set to impress with its everyday usability and creature comforts. How about 4 cold and 4 warm cup holders, front and rear seat central infotainment displays, front and rear wireless phone chargers, Apple CarPlay, On board internet and Wi-Fi, 11 speaker state of the art sound system, exterior and interior cameras, 4 reading lights, memory foam heated seats, electric front seats, 3 climate zones, Autoskin plus much more.

#### **The Tiny Friendly Giant**

The Gemera yields a combined power output of 1700 bhp or 1.27 MW. The three electric motors – one for each rear wheel and one on the crankshaft of the engine – have a combined output of 800 kW or



1100 bhp simultaneously, or 1400 bhp when counted individually. On top comes 600 bhp and 600 Nm from the 2-liter 3-cylinder dry-sumped twin-turbo Freevalve engine, named the Tiny Friendly Giant (or TFG for short).

The TFG is a progressive outlook on the powertrains of tomorrow. The TFG offers a lighter, more efficient cradle-to-grave solution compared to any combustion engine before it.

The Gemera, if plugged in and filled with second-generation (Gen 2.0) ethanol or CO<sub>2</sub>-neutral methanol like Vulcanol or any mix thereof, becomes at least as CO<sub>2</sub>-neutral as a pure electric car running on a “good” electric source. Before these second-generation renewable fuel sources are more accessible, the Gemera can also be driven on E85 and in worst case normal petrol.

Equipped with three electric motors, the Gemera can drive completely silent up to 300 km/h, and the powerful 800V battery gives a range of up to 50 km in EV mode.

#### **All-wheel steering and torque vectoring**

The 3000 mm wheelbase gives unprecedented comfort and straight-line stability. The rear-wheel steering makes sure the Gemera corners with agility and can achieve a turning radius only seen in smaller cars. At high speed, the rear-wheel steering also gives better directional control.

The mix of all-wheel steering and all-wheel torque vectoring gives limitless tunability and adaptability of steering and driving feel, making it possible for the Gemera to be one of the most fun and safe cars on the planet.

#### **Safety in focus**

The Gemera is one of the safest megacars out there and it is designed for world-wide homologation. The Gemera has a very strong carbon fiber monocoque, six smart airbags, stability control, TC, ABS and an ADAS 2.5 assistant system. It lacks nothing in ultimate safety.

The all-wheel steering and all-wheel drive and all-wheel torque vectoring give the Gemera maximum opportunity to offer a safe, stable and exhilarating drive. ISOFIX is available for both rear seats.

#### **100% four-seater, 100% Koenigsegg**

The Gemera is the first of its kind in a completely new vehicle category. Still, it has clear ties to all previous Koenigsegg cars and their Swedish understated design roots.

The Gemera maintains recognizable Koenigsegg traits like its wrap-around jet fighter inspired windshield, the hidden A-pillars, the simple shapes, the short overhangs and the large side air intakes.

The front design is inspired by the first-ever Koenigsegg prototype – the Koenigsegg CC from 1996.



The Gemera features giant full-length Koenigsegg Automated Twisted Synchrohelix Actuation Doors (KATSAD) that open wide. The doors are unhindered by the absence of B-pillars, thanks to a strong carbon monocoque. The door opens to reveal an impressive four-seater space that boasts equal ease of access, comfort and respect for both front and rear passengers.

#### **Limited edition**

The Gemera is limited to an edition of 300 cars.

#### **Technical specification**

See press information called “Technical specification”.

All data is provisional

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**Koenigsegg**

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Design and vehicle concept:

## 100% four-seater, 100% Koenigsegg design

**The Gemera combines the exciting performance traits of a mid-engine two-seater megacar with the practicalities of a four-seater car with more luggage space – meaning the Koenigsegg megacar experience can now be shared with family and friends. As a Mega-GT and Koenigsegg’s first four-seater, the Gemera signifies a revolutionary new vehicle category with an innovative automotive design to match.**

“The design of the Gemera is inspired by the shape of an egg for the layout of the Gemera’s cabin, as it gives a sense of cocooning, protection, symmetry and balance that we found perfectly suited to the interior of our four-seater megacar”, says Head of Design, Sasha Selipanov. “All Koenigsegg models have the iconic wrap-around windshield and a very round cabin. However, it is with the addition of the rear row that the analogy with an egg is now complete.”

### **Long-time dream**

For founder and CEO, Christian von Koenigsegg, Gemera has been a dream he has had since around 2003 to combine the exciting performance traits of a mid-engine two-seater megacar, with the practicalities of a four-seater car with more luggage space. It was an aspiration that is now realized 17 years later, after growing the company and producing megacars. Koenigsegg made sure that the Gemera is not just another traditional 2 + 2 sports car that has two “good” front seats and two “small” back seats. The Gemera is a true four-seater where rear and front seats are equally celebrated and comfortable.

### **A true Koenigsegg design**

The Gemera’s cabin volume is pushed forwards like all predecessor Koenigsegg models, creating an agile and forward-leaping stance. The overhangs are short, and the wheels are dominant. The design team has created simple, muscular and elegant surfaces in order to emphasize and support the iconic Koenigsegg megacar silhouette.

The immediate impression of the Gemera is that of an extreme mid-engine performance car with two seats. The fact that the Gemera is a four-seater comes as a complete surprise from a visual perspective when the doors are closed. As the Gemera opens, its massive B-pillar-less doors reveal a four-seater interior for four fully grown individuals.

### **Koenigsegg Automated Twisted Synchrohelix Actuation Doors (KATSAD)**

There is no need to move or recline the front seats in order to get in and out of the rear row. This is made possible through the Koenigsegg Automated Twisted Synchrohelix Actuation Doors (KATSAD), that opens the full interior without the obstruction of B-pillars.



The KATSAD has a very small opening footprint, which allows effortless access even when parked with limited surrounding space. The Gemera's B-pillarless door system, coupled with the KATSAD, creates a completely new type of four-seater megacar – one that does not compromise anybody's comfort and treats all four passengers with an equal amount of respect – also when getting in and out of the car.

### **Innovative seating concept**

The seating system in the Gemera is innovative. It is a lightweight, space-saving and comfortable solution.

In order to maximize the space in the car, the hollow carbon fiber monocoque front seats are four-way electric adjustable and comes with an integrated seat belt systems, in order to make the rear seats obtrusion free - meaning no belt fixings are in the way.

Normally, seats with integrated belt systems easily weigh over 50 kg each and are usually very bulky as they have to take the force from the belt in a crash situation. The Gemera's front seats, on the other hand, are very slim and lightweight – weighing only 17 kg. The low weight is achieved through a hollow prepreg carbon seat construction and by fully integrating the back of the seat to the bottom of the seat – achieving a very rigid and strong construction.

The seats come with electric adjustment back and forth, alongside electric tilt and an electrically adjusted steering column. This means all drivers can find a comfortable and optimal seat position.

The thoughtful design of the Gemera maximizes interior space. This results in 100 mm more rear legroom and around 25 kg lighter seats than typical industry solutions – a weight saving of around 100 kg in total and improved egress and ingress.

All four seats are heated for winter use and passively vented to reduce moisture build-up in the summer heat.

The seats all have the same shape and are optimized for comfort with integrated memory foam for ideal support. Memory foam seats were pioneered in the original Koenigsegg CC carbon bucket seat and the Koenigsegg One:1 seat. The rear seats are as comfortable as the front and the rear space is as celebrated as the front.

### **Interior**

The Gemera's interior is much sportier than any full-sized sport-luxury vehicle and unlike any conventional four-seater luxury car. The Gemera is first and foremost a thoroughbred megacar, with that sentiment translating into the interior.

The Gemera's interior shines when it comes to everyday usability. It comes with eight cup holders – two per person – one hot and one cold. It is also fitted with plenty of small storage compartments and even four reading lights. There is separate climate control for the rear seats as well as the possibility to adjust



the volume or change the audio in the car's eleven-speaker system. There is large central screen placed both in the front and in the rear of the car. The Gemera is even equipped with the option of connecting tablets to the onboard free Wi-Fi system and speakers; alongside induction phone charging in both the front and the rear. Naturally, all wireless connectivity and navigation needs are addressed.

The Gemera benefits from the active and intelligent steering wheel positioned instrument system first developed for the Jesko. It incorporates a self levelling graphics screen in the center and haptic touch screen buttons on each spoke.

### **Space for luggage**

The Gemera can fit four pieces of cabin luggage. Three in the back and one (laid down) in the front. A compact glass panel in the back rises and is hinged so passengers can place three cabin bags vertically into a deep luggage compartment.

### **Exterior**

The front of the Gemera appears purposeful and strong, with a confident character that suits its caliber. From the front to the side profiling of the car, solid lines graduate into a strong shoulder driven design. Its architecture boasts a robust and monolithic characteristic that takes inspiration from very early designs of the brand.

The Gemera's exterior design is shrink-wrapped around the internals. The shapes are designed around purpose – most of them about efficiency, aerodynamics and cooling.

Engine bay vented taillights are a unique Koenigsegg idea, first used on the CC8S model, back in 2000. The concept is taken one step further in the Gemera, as both the headlights and taillights are vented. Air vents below the lamps help reduce drag and clean up surround airflow while adding to the looks of the car.

The unique reflectors and LED light signatures are developed in-house, making it possible to have a homogenous appearance on both the front and rear lights.

This is the first time a Koenigsegg has rearview cameras in place of mirrors, in order to reduce drag and enhance usability. The visual information from the cameras are fed to two corner displays in the interior. The door camera pods also incorporate Koenigsegg's ADAS and bird's eye view cameras.

The top-mounted titanium Akrapovič exhausts system not only gives a unique look and a great sound, it also offers performance benefits compared to traditional systems – such as shorter pipping, less weight, less back pressure and better temperature management.

The Gemera comes fitted with new in-house designed nine-spoke AirCore carbon fiber wheels. They are the lightest and strongest wheels in the 21- and 22-inch category in the world, both weighing in under 9 kg each.



### **Technical specification**

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## The Gemera's Tiny Friendly Giant engine

**The Koenigsegg Gemera's engine is small. At the same time, it is big when it comes to – power, torque and sound. Still, it is small when it comes to emissions and consumption. In short – it is a contradiction of an engine, developed and created by Koenigsegg and its sister company, Freevalve. Therefore, it has been named the “Tiny Friendly Giant” – or TFG for short. Being a two-liter three-cylinder engine, the TFG is future-proofed given its extreme performance, reduced fuel consumption and lowered emissions – not to forgetting its ability to run on second-generation CO2 neutral renewable fuels.**

CEO and founder, Christian von Koenigsegg comments on the Gemera's engine: “The Koenigsegg TFG motor is designed to be super-efficient, CO2-neutral, give exceptionally low emissions and be able to be packaged in super small spaces. Any upcoming and foreseeable emission regulations are going to be an easy match for the TFG.”

### **The future of performance and efficiency**

The Gemera complements the TFG with three electric motors and the patented single-gear Koenigsegg Direct Drive (KDD) transmission. The total output is a combined 1700 bhp or 1.27 MW of power and 3500 Nm of torque.

The immense torque combined with the relatively low curb weight of 1850 kg means that the Gemera can go from 0 to 100 km/h in only 1.9 seconds and from 0 to 400 km/h in record matching pace. To top things off, it also comes fitted with a lightweight 800V battery which enables the Gemera to go full electric for up to 50 km.

### **How it works**

The Freevalve system in the TFG offers the unique ability to have independent control of the intake and exhaust valves. For any engine load criteria, the timing of intake and exhaust can be independently adjusted. The system can then “decide” how to operate the valves depending on driving conditions – which combination to use in order to maximize performance, minimize fuel consumption or regulate emissions. Freevalves allows for a greater degree of control over the engine, which in turn provides significant performance and environmental benefits.

### **Fuel consumption reduction**

The TFG has an estimated fuel consumption of 15 – 20% less than a typical modern four-cylinder two-liter engine with direct injection and variable camshaft.

The Freevalves improve engine efficiency at part load by eliminating throttle losses since there is no throttle.





Furthermore, Freevalves deactivates cylinders with Frequency Modulated Torque to further reduce fuel consumption.

Freevalves are also capable of running the so-called Miller cycle, which is why the TFG can have a static compression of 9.5:1, which is high for a high boost turbo engine. Using the Freevalve system to run for example the Miller cycle, gives the TFG high efficiency and high power at the same time. All factors considered, the TFG is one of the most frugal and most powerful production engines in the world for its size.

### **Cleaner exhausts**

Traditional combustion engines with camshafts give out most of their pollution during their first 20 or so seconds of cold start, due to cold cylinders, cold catalytic converters and poor fuel mixing at idle.

As traditional engines heat up, the cylinders and catalytic converters become warm and far less polluting, although there is still poor fuel mixing at idle. Given how good modern catalytic converters have become, these engines are virtually clean when warm and during normal driving.

The TFG overcomes two of the three issues directly at start up, by heating up and provoking turbulence of the fuel mixture back and forth through the intake and exhaust valves. This much-improved cold combustion also leads to much faster catalytic converter heat up, thereby reducing cold-start emission by around 60% compared to an equal-sized traditional engine with camshafts.

The Freevalve system basically eliminates the last emission drawback of the modern combustion engine – the cold start related emissions.

When running the TFG on renewable alcohol fuels – there are virtually no particulates produced and in many “normal” environments the TFG consumes and burns more particles from the surrounding air than it produces, thereby actually cleaning the air.

Using the best alternatives of alcohols there is even the chance for net-zero or CO<sub>2</sub> negative emissions.

### **Improved starting ability with different fuel types**

Alcohol fuels maximizes performance, as they give more internal cooling effects and have higher octane compared to petrol. However, they are more difficult to vaporize than petrol when cold. Therefore, petrol is added to the alcohol during severe cold starts to solve the problem.

The Freevalve system overcomes this cold start issue by utilizing a pre-start heating mode for the initial cranking and first combustion. One intake valve is used and opened late with low lift for maximum turbulence and vaporization. Cylinder deactivation is applied to increase the amount of air and fuel in each combustion during starting and warm-up. Internal exhaust gas recirculation (EGR) is activated in the



following combustion cycles, using hot residuals from the previous combustion to vaporize the fuel. Lastly, the engine's variable compression ratio is adjusted by the Miller cycle.

Furthermore, the TFG can be turned multiple times before turning on the ignition, using the piston to pump the air back and forth to the inlet in a "Heating Mode" cycle. The result – the inlet air temperature is increased by 30° C in 10 cycles (taking about 2 seconds) and without need to add petrol to the fuel or starting cycle anymore, making the TFG fossil fuel independent in any climate.

### **Compactness**

The TFG is extremely compact compared to its power and torque capabilities. One would typically associate a 600 bhp power output and 600 Nm of torque with a twin turbo V8 engine. The dry-sump system helps to shrink the engine further while allowing for perfect oil control during extreme driving. The complete long block does not weigh more than 70 kg and fits in a typical carry-on luggage case.

### **Improved performance**

The TFG's Freevalve system allows full control of the combustion cycle. No other variable valve actuation system offers this level of control and reliability.

Both the intake and exhaust valves can be opened and closed at any desired crankshaft angle and to any desired lift height. This flexibility enables the TFG to deliver low fuel consumption and emission numbers, while still delivering massive torque and power.

### **Patent-pending two stage turbo system**

The Freevalve system made it possible to create a patent-pending, simplified two-stage turbo system. Quite simply, one turbo is connected to three exhaust valves – one from each cylinder. The second turbo is connected to the other three exhaust valves. During low rpm and part to high load, all exhaust gasses are pushed to only one turbo, by only opening one exhaust valve per cylinder – thereby doubling the exhaust gases to that turbine. When adequate boost is reached, the second exhaust valve is opened to start the second turbo.

The result is a three-cylinder two-liter engine that gives 400 Nm of torque from 1700 rpm and max torque of 600 Nm. These never-before-achieved numbers in an engine of this size make the TFG the most powerful engine per cylinder and volume to date, putting it light years ahead of any other production three-cylinder engine today.

### **Precision performance with Artificial Intelligence (AI)**

There are many variables at play in the workings of an internal combustion engine (ICE). These include the complexity of achieving maximum performance, efficiency, reliability and safety with minimum fuel consumption, emission, size and cost.



Adding the Freevalve system to the mix makes it possible for the ICE to reach new heights. The Freevalve system creates many more variables to consider and tune. These can include NOx, CO2 emissions, fuel consumption, HC/NMOG, power and torque, all competing for priority in a cycle.

Then there's fuel types, lubricants, temperatures, component wear and tear, alongside the Freevalve liberation.

Clearly it becomes virtually impossible for humans to tune each parameter for optimum results. Given this, Koenigsegg has decided to use AI in order to optimize the TFG for different conditions and situations.

That is why Koenigsegg has chosen to partner with SparkCognition, the world's leading AI company, in order to leverage the development of the Freevalve equipped TFG.

### **An alluring engine sound**

Fitted with a custom titanium Akrapovič exhaust, the TFG's 2-liter three-cylinder engine gives lag-free response and comes with an evocative and deep-throated growl. The TFG may be a small engine but it has a big and "thumpy" sound thanks to its large bore and stroke, combined with the "open" sound of Freevalves. The result is a deep, throaty, responsive and alluring sounding engine. The sound can also be smooth as the exhaust notes can be tuned and balanced by the Freevalve system.

### **Technical specification**

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## The Gemera's drivetrain and handling

**The newly developed Tiny Friendly Giant engine (TFG), is coupled to the proven and patented electrified Koenigsegg Direct Drive (KDD) first pioneered in the Regera – a combination providing ultimate response from standstill to top speed in the form of a single gear direct drive. The result is a combined output of 1700 bhp and 3500 Nm of torque. The Gemera comes equipped with a small 800V battery, allowing it to travel up to 50 km in EV only mode and an additional 950 km in highway cruise speed in hybrid mode, before needing a fill-up – totaling a range of 1000 km.**

“The Gemera is Koenigsegg’s most frugal and fastest accelerating car ever”, says CEO and founder, Christian von Koenigsegg. “It will go from 0 to 100 km/h in 1.9 seconds in one gear – thanks to the proven and patented Koenigsegg Direct Drive. The Gemera will even have over 1600 Nm of torque ‘left’ at 350 km/h – making it a contender for the fastest accelerating car to 400 km/h. Time will tell.”

### **Koenigsegg Direct Drive (KDD)**

Traditional hybrids represent a compromise when it comes to weight, complexity, cost and packaging. The Gemera, on the other hand, together with its sibling the Regera, is a new breed of hybrid. Its main advantage? Providing ultimate response from standstill to top speed in the form of a single gear direct drive at lower weight and higher efficiency than what any other hybrid solution can offer.

During highway travel, for instance, the KDD reduces drivetrain losses compared to traditional transmissions or CVT by 3-5% as there is no step-up or step-down gear working in series with the final drive – just direct power from the engine to the wheels with the torque-converting HydraCoup locked up.

Torque is crucial, especially when accelerating to extreme speeds in one gear. In the Gemera, this is facilitated by the torque-converting HydraCoup – it converts the combined 1100 Nm coming from the TFG and front e-motor to almost double its torque up to 3000 rpm. That is why the Gemera has 3500 Nm of torque from standstill and why it can accelerate from 0-400 km/h in a single gear.

### **All-wheel drive, all-wheel torque vectoring, and all-wheel steering**

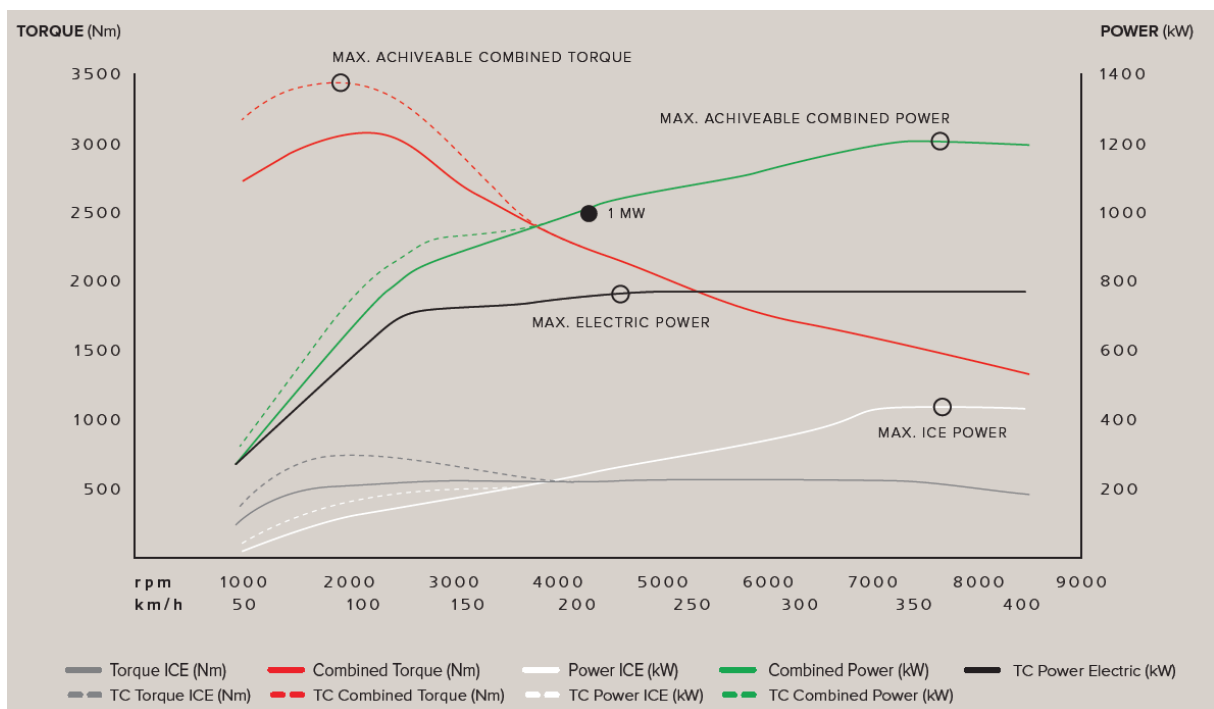
The separate rear e-motors enable torque vectoring and reverse. The front axle has an open differential with a wet clutch pack for each output shaft, also enabling torque vectoring. This means that the Gemera has all-wheel drive, all-wheel torque vectoring, and all-wheel steering, as it also has independent rear-wheel steering – offering maximum traction and safety, and one exciting driving experience. The Gemera also comes with active ride height to complement driving conditions.

Additionally, the all-wheel torque of over 11000 Nm is clawed into the ground from standstill, creating quite the undertaking for the Gemera’s massive and grippy Michelin Pilot Sport 4S tires.



### Combined power output of 1700 bhp

Power output from the three motors – one for each rear wheel producing 500 bhp and 1000 Nm, and one E-motor on the crankshaft that produces an extra 400 bhp and 500 Nm to power the front wheels – add up to 1400 bhp as individuals and 1100 bhp when combined. In addition to the TFG’s 600 bhp (at 7500 rpm) and torque of 600 Nm (2000 rpm to 7000 rpm), the combined power output of the Gemera is 1700 bhp or 1.27 MW.



The Gemera’s combined power curve of the TFG and KDD (graph can also be found among images)

### The 800V battery pack

Taking cues from the Regera, the Gemera’s 800V, 15 kWh battery will provide an amazing 900 kW of discharge and up to 200 kW of recharge. Every cell is carefully monitored for voltage, state of charge, health and temperature; and the cells are enclosed in a carbon fiber casing for efficiency, safety and stability. The battery is placed in the most protected area of the car – under the front seat and in the carbon-aramid chassis tunnel.

### Range

The Gemera can travel up to 50 km in EV only mode and up to an additional 950 km highway cruise speed in hybrid mode, before needing a fill-up – totaling a 1000 km range. This makes the Gemera a true continent crossing family-oriented “Autobahn” rocketship.

**Technical specification**

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## The Koenigsegg Gemera: Technical specifications

### **Propulsion**

#### **Internal Combustion Engine (ICE)**

- Koenigsegg Tiny Friendly Giant Twin Turbo Freevalve 3-cylinder Internal Combustion Engine (ICE) with dry sump lubrication
- Compression: 9.5:1 - Bore: 95 mm - stroke: 93.5 mm
- Closed-loop combustion control with in-cylinder pressure sensing
- 440 kW (600 bhp) at 7500 rpm, red line at 8500 rpm
- Torque: 600 Nm from 2000 rpm to 7000 rpm
- ICE is mounted midship and powers the front axle together with one E-motor through a propshaft
- Engine weight: 70 kg

#### **E-motors**

- Three Electric Motors: One for each rear wheel with 500 bhp and 1000 Nm each and one E-motor on the crankshaft 400 bhp and 500 Nm to power the front wheels (together with the ICE)

#### **Engine management**

- Koenigsegg Engine Control Module
- Flex fuel capability including E100, Methanol and sun fuel
- High power ion sensing coil-on-plug ignition system

#### **Output**

- Total output 1700 bhp - 3500 Nm, including Hydracoup
- Max wheel torque: 11,000 Nm at ICE 4000 rpm
- 1100 bhp of combined electric power (counting E-motors separately – 1400 bhp)

#### **Range**

- ICE only range: up to 950 km
- Electric range: up to 50 km
- Total range: up to 1000 km



## **Transmission**

### **Front axle**

- Midmounted Koenigsegg ICE + E-motor Hydracoup Direct Drive transmission powering the front axle. The front axle has torque vectoring capability and can be disconnected to save energy in EV only mode

### **Rear axle**

- Independent E-motors with independent transmissions enabling torque vectoring and reverse. The rear transmission are equipped with wet clutches for decoupling, for range mode.

## **Chassis**

- Carbon fiber monocoque – wheel to wheel stiffness – 40 KNm
- Front and rear aluminum sub-frames
- Adjustable and lightweight anti-roll bars front and rear
- Robotized hydraulically adjustable ride height front and rear

## **Body**

- B-pillarless, two doors coupe with fully accessible four-seater interior
- Carbon fiber body panels
- Visible carbon fiber on front and side splitters and venturi
- Carbon fiber wheels (optional)

## **Handling**

### **Steering**

- Rack and pinion electric power-assisted steering
- Active rear wheel steering

### **Suspension**

- Double wishbones and adjustable gas-hydraulic shock absorbers
- Electronically adjustable ride height

### **Electronic stability control**

- Koenigsegg Electronic Stability Control (KES)

### **Traction control**

- 3 settings: wet – normal – track

### **Assisted driving**

- Autonomous Driving Level 2 ADAS
- Adaptive cruise control
- Lane assist





- Park assist
- Surround-view cameras (helicopter view)

## Brakes

- Front: Ventilated ceramic discs Ø415 mm, 40 mm wide 6-piston
- Rear: Ventilated ceramic discs Ø390 mm, 34 mm wide 4-piston
- Koenigsegg calipers with ceramic pistons
- Electric Brake Booster
- ABS

## Wheels and tires

### Wheels

- Koenigsegg third-generation Aircore carbon fiber wheels with center locking (optional)
- Front: 21" x 10.5"
- Rear: 22" x 11.5"

### Tires

- Standard: Michelin Pilot Sport 4S
- Optional: Michelin Cup R3
- Front: 295/30 ZR21
- Rear: 317/30 ZR22

## Dimensions

- Total length: 4975 mm
- Total width: 1988 mm (without outer rear-view cameras)
- Total height: 1295 mm
- Wheelbase: 3000 mm
- Fuel capacity: 75 L
- HV Battery: 800 V 16.6 kWh, liquid-cooled
- Dry weight: 1715 kg
- Curb weight: 1850 kg
- Ride Height: 117 mm front, 117 mm rear
- Front lifting system activated: +35 mm
- Total trunk volume (rear and front): 200 L
- Optional roof box



## Equipment

### Safety

- Side, rear view cameras with left and right displays
- Automatic emergency braking
- 6 smart airbags
- Safety belt tensioners
- Rain sensor
- Digital warning and info system, tire pressure monitoring system
- Koenigsegg safety cell with integrated crumple zones
- Two fire extinguishers
- ABS
- Traction control and stability control
- Reversing camera

### Comfort and convenience

- Luxury interior, with a high degree of customization (leather or Alcantara interior with custom contrast stitching, carbon sport bucket seats with memory foam)
- Four individual heated seats; front seats are four-way electrically adjustable
- Three-zone climate control
- Power windows
- Electric handbrake
- Infotainment system: interior cameras, social media connection, live streaming and digital owner's manual
- 11 speaker plus sub woofer premium sound system
- Front and rear 13" central screens
- Koenigsegg high-end audio with Apple CarPlay
- USB connections
- 2 Inductive phone chargers
- 4 heated and 4 cooled cup holders
- Alarm
- Koenigsegg shield alarm fob
- Car cover, Koenigsegg car charger
- Autoskin electro-hydraulic operation of hoods and doors
- 'Bird's eye' view parking assistance, front and rear parking sensors, proximity protection system for automated door openings

All data is provisional.



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