



Koenigsegg
Press information
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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 sportscar 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 pre-preg 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**

See press information called “Technical specification”.

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