Koenigsegg
Press information
March 5th, 2019

Jesko – A New Heart

Koenigsegg's first effort at engine development was so successful it saw the company awarded a Guinness World Record. The Koenigsegg CC8S replaced the McLaren F1 as the car with the most powerful production engine in the world.

The next Koenigsegg engine achieved a similar feat when the CCR took the world production car top speed record, again from the McLaren F1. In 2014, we announced the Koenigsegg One:1 with a twin-turbo V8 producing 1,360 hp, enough to make the One:1 the first production car in history with a 1:1 power-to-weight ratio. With 1 megawatt of power, the One:1 was the world's first megacar.

That record-breaking tradition continues.

Jesko - the all-new megacar from Koenigsegg - is powered by a newly designed, 1280hp (1600hp on E85), twin-turbo charged V8 engine that benefits from significant changes to the Agera engine it replaces.

At the core of the newly designed engine is a newly developed crankshaft. Weighing just 14,9 kilos, Koenigsegg's new flat-plane 180-degree crankshaft allows Jesko to produce more power, with greater efficiency, while achieving a higher 8500rpm rev limit. It is made to Koenigsegg's in-house design from a single steel billet.

The flat-plane design allows even firing across engine banks and an even more visceral engine sound. Koenigsegg has countered the tendency that flat-plane engines have towards greater vibration by designing new super-light connecting rods and pistons. The connecting rods are made from premium Swedish steel. At just 540g - including bolts - they're as light as previous generations made from titanium, but even stronger.

The piston's curved face shapes the combustion chamber in such a way that it reduces peak pressure while maintaining high average pressure. The ceramic coating on the face

of the piston prevents hot spots and detonation when the engine runs at maximum power. The piston weighs just 296 grams. Minimal weight is important because Koenigsegg engines have a very long stroke and at 8500rpm, efficiency of movement becomes critical.

The cylinders in Jesko's new twin-turbo V8 are fitted with the world's first individual in-cylinder pressure sensor system for serial production. This allows the Koenigsegg-designed and manufactured Engine Management System to monitor and operate each cylinder at maximum efficiency and closer to the edge for the ultimate in flexibility and control.

This mix of wholesale changes and incremental technology improvements results in an increase in the engine's rev limit - to 8500rpm - and an increase in power to 1600hp on E85 fuel. When run on regular gasoline, the engine produces 1280hp. Torque is increased to 1500 Nm.

Jesko features not only the most powerful Koenigsegg internal combustion engine ever made, but also - we believe - the most powerful internal combustion engine of any homologated production car in history.

PR & Communication
http://www.koenigsegg.com
pr@koenigsegg.com