

McLAREN 570S · SPIDER · 570GT

PRE-PURCHASE PROTOCOL · BUYER CHECKS · SPECIALIST PPI · RED FLAGS

Compiled from public sources, the McLaren 570S family, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist is written for enthusiasts who want a base of knowledge: enough context to follow what a PPI specialist tells them, to read an inspection report a dealer hands over, and to understand what is being discussed in videos and forums. It does not replace the diagnosis or judgement of a qualified specialist or workshop, and it is not a tool for saving the cost of one. If you are not deeply familiar with these cars technically and are unsure about a vehicle's condition, our standing recommendation is simple: commission and pay a qualified PPI specialist of your choice, whether an official dealership, a marque specialist, or an experienced supercar specialist who knows the brand. The checklist gives you context; the specialist gives you the verdict.

A · BUYER CHECK · PROVENANCE & PAPERWORK

- ☐ Variant truth first: 570S, Spider or GT, build year against the campaign windows — chassis data, never badges.
- ☐ Campaign trio closed by VIN: 19V141 (Takata, 2015–17), 20V231 (tank pad — GT), 21V561 (banjo bolt — 2020 cars).
- ☐ Software audit on record: engine, gearbox, IRIS, BCM levels against McLaren's current state.
- ☐ Battery regime documented: tender use, standing-time story told honestly.
- ☐ Usage pattern: regularly driven beats low-mileage stander.
- ☐ Windshield history: any replacement invoiced, stress-crack repairs disclosed.
- ☐ HVAC-drain service instruction: done or checked, footwell moisture history asked.
- ☐ Front-lift service history where fitted; PCCB measurements where fitted.
- ☐ GT: glass-hatch seal and hinge work invoiced where done.
- ☐ Carbon structure: accident file read before paint is discussed.

B · BUYER CHECK · AT THE CAR

- ☐ Cold start filmed: clean idle, no smoke — the M838TE is the robust part, so anomalies count double.
- ☐ Windshield read in raking light: fine stress cracks at the edges, chips that will grow.
- ☐ IRIS II exercised: boot, menus, Bluetooth, navigation, camera — bugs documented, failures priced.
- ☐ SSG: cold manoeuvring, take-off behaviour, shift quality warm — calibration era felt.
- ☐ Front lift cycled several times, cold and warm — speed and warnings watched.
- ☐ Doors: sensor response, strut holding force, clean closing both sides.
- ☐ Footwells felt for moisture; HVAC drain area checked.
- ☐ Battery voltage read; error memory before and after the drive.
- ☐ Spider: full roof cycles, seals, microswitch behaviour.
- ☐ GT: glass hatch opened, seals and hinges checked, luggage area dry.
- ☐ Interior: leather edges, console, seat adjustment, rattles.
- ☐ Underbody and jacking points: the carbon tells its life.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Full scan before and after the drive: DME, SSG, IRIS, BCM, TPMS — fault history read, not cleared.
- ☐ Software audit: every module against McLaren's current state — the update biography assembled.
- ☐ SSG adaptation values; oil history.
- ☐ Boost log both banks; wastegate function; charge-air leak check.
- ☐ MonoCell and underbody inspected by carbon-competent eyes.
- ☐ Battery and charging test; parasitic-drain measurement on doubt.
- ☐ Damper condition and lift hydraulics tested (where fitted).
- ☐ Windshield inspected professionally on any doubt — replacement quality checked on replaced panes.
- ☐ HVAC drain flow verified; A/C performance measured.
- ☐ PCCB measured (thickness/weight) where fitted; steel discs assessed on standers.
- ☐ Campaign closure verified by VIN in the dealer system.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€550–1,100 / ≈£450–950 / ≈\$600–1,200. Indications, not conversions; obtain current local quotes.

D · PRICE & INVESTIGATION ITEMS

The drivetrain is the quiet part: the price sits in the software state, the glass, the optional systems and the standing-time story.

- ☐ Software backlog: dealer time, closed before delivery.
- ☐ Windshield findings: several thousand € a pane — priced, not hoped away.
- ☐ Front-lift faults: €2,000–5,000 — cycled and verified, not promised.
- ☐ PCCB wear: measured and priced (>€10,000 exposure).
- ☐ Spider roof findings: four figures to low five — quoted before purchase.
- ☐ GT hatch seal/hinge work: itemized.
- ☐ Battery and tender setup: small money, mandatory.
- ☐ Stander cars: the reconditioning round quoted honestly.
- ☐ Negotiate from the documented file: never from the odometer alone.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Open Takata, tank-pad or banjo-bolt campaign on a car presented as sorted.
- Windshield stress cracks dismissed as stone chips.
- Update history unknown, or campaigns unverifiable by VIN.
- Long-standing car sold as "low mileage, like new".
- Damp footwell smells with no HVAC-drain story.
- Fault memory cleared before viewing, or scan refused.
- Accident history without carbon-structure documentation.
- GT hatch leak traces explained away.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: full scan, software levels, SSG adaptations, disc/PCCB measurements.
- ☐ Campaign matrix closed at the dealer; HVAC drain and windshield condition documented.
- ☐ Battery tender installed, driving cadence planned; purchase file and PPI report archived.

"The 570S is the Sports Series grown up: buy the software state, the campaign file, the glass and the usage pattern — the drivetrain has stopped being the question."

Deep dive: Supercar Models Paper 52 · Model File 52 · Owner's Intelligence series.

FINDINGS & NOTES