

McLAREN GT

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

Compiled from public sources, the McLaren GT, 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

- ☐ Identity first: build year against the campaign windows, options — chassis data, never badges.
- ☐ The five campaigns closed by VIN: 20V231 (tank pad), 21V561 (banjo bolt), 22V103 (driver airbag connection), 24V661 (hood latch), 25V216 (brake routing — check even on late cars).
- ☐ Software audit on record: all modules against McLaren's current state.
- ☐ Hydraulic system history: accumulator work, lift service invoiced.
- ☐ Battery regime documented: charging history, resting-voltage story.
- ☐ Usage pattern read honestly: motorway miles with full history are the GT's natural state.
- ☐ Luggage-compartment history: any heat or water findings documented.
- ☐ PCCB measurements where fitted.
- ☐ Comfort equipment work invoiced: seats, soft-close, climate.
- ☐ Carbon structure: accident file read before paint is discussed.

B · BUYER CHECK · AT THE CAR

- ☐ Cold start filmed: clean idle, no smoke — the M840TE is the robust part, so anomalies count double.
- ☐ Luggage compartment inspected: heat traces, shielding condition, seals, drains, glass cover tightness.
- ☐ Rear glazing read: damage, seal condition, drainage paths.
- ☐ Hydraulic pump listened for; lift cycled several times, cold and warm.
- ☐ Rear spoiler cycled: calibration, end positions.
- ☐ Hood latch function checked (24V661 done); brake feel even, no pulling (21V561/25V216 stories).
- ☐ A/C performance measured in use: cooling, distribution, compressor noise — weighted up on this model.
- ☐ Interior: leather wear, electric seats through full travel, soft-close, rattles — long-distance wear read honestly.
- ☐ SSG: cold manoeuvring, shift quality warm.
- ☐ Infotainment exercised: navigation, Bluetooth, camera, display.
- ☐ Battery voltage read; error memory before and after the drive.
- ☐ 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, PCC, BCM, display, TPMS — fault history read, not cleared.
- ☐ Software audit: every module against McLaren's current state — the update biography assembled.
- ☐ Hydraulic pressure test, pump runtime, accumulator health.
- ☐ SSG adaptation values; clutch wear readout.
- ☐ Boost log both banks; wastegate function; charge-air leak check.
- ☐ Campaign completion verified physically where visible: tank pad, brake routing, hood latch, airbag connection per the dealer record.
- ☐ MonoCell and underbody inspected by carbon-competent eyes.
- ☐ Luggage-compartment shielding and seals inspected; water test on doubt.
- ☐ Battery and charging test; parasitic-drain measurement on doubt.
- ☐ PCCB measured (thickness/weight) where fitted; steel discs assessed by mileage.
- ☐ A/C pressures measured; cooling system pressure-checked.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€600–1,200 / ≈£500–1,050 / ≈\$650–1,300. Indications, not conversions; obtain current local quotes.

D · PRICE & INVESTIGATION ITEMS

The drivetrain is the quiet certainty: the price sits in the campaign file, the hydraulics, the GT zones and the comfort wear.

- ☐ Open campaigns: free at the dealer, but closed before delivery — five to check.
- ☐ Accumulators due: mid four figures — the standing McLaren line item.
- ☐ Luggage-compartment findings (heat, water): OEM quotes before purchase.
- ☐ Software backlog: dealer time, closed before delivery.
- ☐ PCCB wear: measured and priced (>€10,000 exposure).
- ☐ Front-lift faults: €2,000–5,000 — cycled and verified.
- ☐ Comfort-equipment wear (seats, climate): itemized honestly on high-mileage cars.
- ☐ 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 campaigns on a car presented as sorted — five chances to check the seller's diligence.
- Water or heat damage in the luggage compartment explained away.
- Hydraulic pump running constantly, dismissed as character.
- Update history unknown, or campaigns unverifiable by VIN.
- Long-standing car sold as "low mileage, like new".
- Fault memory cleared before viewing, or scan refused.
- Accident history without carbon-structure documentation.
- Comfort-equipment faults minimized on a car sold as a daily.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: full scan, software levels, hydraulic pressures, PCCB/disc measurements.
- ☐ All five campaigns and the update backlog closed at the dealer.
- ☐ Battery tender installed, driving cadence planned; purchase file and PPI report archived.

"The GT is the McLaren that just works — buy the campaign file, the hydraulics and the luggage bay, and let the motorway miles be what they are: honest."

Deep dive: Supercar Models Paper 57 · Model File 57 · Owner's Intelligence series.