

# McLAREN P1 · GTR · LM

## HALO PROTOCOL · HV BATTERY FIRST · CARBON · PROVENANCE · CAMPAIGNS

Compiled from public sources, the McLaren P1 family, its Model File and specialist review · Personal use only · v2.1

### WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist gives an enthusiast the context to follow what is being discussed around a P1 transaction: battery reports, provenance files, Lanzante documentation, auction descriptions. It replaces nothing. The P1 runs outside the normal range — 375 road cars plus a Lanzante-shaped variant tree, trading through networks and specialists — and its first question has changed: WHICH battery is fitted, how old is it, and what do the brick-level data say? At this level our standing recommendation is strict: McLaren itself or a specialist with documented P1 experience, including HIGH-VOLTAGE qualification and composite inspection capability. Not a specialist: the specialist. Without that verdict — and without a deep battery report — do not touch the car.

### A · BATTERY REPORT, PROVENANCE & PAPERWORK

- ☐ THE FIRST QUESTION: battery generation, install date, and the deep report — SoH, min/max brick voltage, delta, temperature spread, isolation, contactors, BMS software, deep-discharge history. No report, no purchase.
- ☐ Gen-2 battery documented where fitted: invoice, date, serial, software — the biggest single value indicator.
- ☐ Charger inventory: correct regional P1 charger present and function-tested — part of the car.
- ☐ Variant identity: road P1, original track GTR, Lanzante road conversion (original parts retained?), LM, GT, GTR-18, HDK, Spider — with the Lanzante documentation.
- ☐ Campaign proofs: 15V836 (hood latch) and 19V141 (Takata — critical if open) closed by VIN.
- ☐ Full software read on record: BMS, hybrid controller, charger, engine, gearbox, chassis, aero.
- ☐ Carbon structure: accident and repair history with engineering documentation — or the file closes.
- ☐ Collector audit: build sheet, MSO spec, original colour, chargers, keys, tools, manuals, replaced components retained; LM: toolkit, diagnostic tablet, charging package.
- ☐ Accumulator age and replacement history — mandatory.
- ☐ Tyre and fuel ages documented; storage practice told honestly.

### B · THE P1 DRIVE CYCLE · WITH THE SPECIALIST

- ☐ Before the drive: battery report read, 12V tested, full scan, charging test, hydraulic pressure, recalls verified.
- ☐ Cold: V8 start filmed — noises, smoke, leaks.
- ☐ On the drive: E-mode, Normal, Sport, Track — IPAS boost, regen, SSG behaviour, chassis, aero: every operating state, not just the engine.
- ☐ Race Mode ACTUALLY activated: the car drops visibly — menu proof is not proof.
- ☐ Rear wing cycled: extension, angle, DRS/airbrake logic; front aero elements watched.
- ☐ Boost delivered reproducibly under full load — power capability, not capacity.
- ☐ After the drive: full heat soak, rescan, coolant, hydraulic leaks, battery temperatures.
- ☐ Underbody read: abrasion vs structural impact — the Race-Mode floor tells its life.
- ☐ PCCB surfaces and pads sighted; OEM configuration confirmed.
- ☐ Tyres: spec, DOT, heat cycles, flat spots — no dynamic test on old rubber.
- ☐ Hybrid warnings, if any: terminals before verdicts — DTC → charger harness → terminals → BMS/battery.
- ☐ Every finding photographed for the collector dossier.

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### C · SPECIALIST SCOPE (MINIMUM)

- ☐ McLaren itself, or a specialist with documented P1 experience — HV qualification AND composite capability mandatory.
- ☐ Deep battery diagnosis: brick-level voltages, delta, isolation, contactor logic, BMS software level.
- ☐ Deep-discharge history interrogated — repeated events are a walk-away discussion.
- ☐ MonoCage and underbody: NDT on any doubt — a paint gauge is not an inspection.
- ☐ Hydraulics: pressure test, pump frequency, accumulator health, ride-height function incl. Race Mode.
- ☐ Aero calibration verified: wing, DRS logic, front elements.
- ☐ Engine: compression/leakdown on suspicion, oil consumption, boost, wastegates, hot restart.
- ☐ SSG: cold engagement, reverse, creeping, full-load shifts, DTCs, leakage.
- ☐ Cooling under full warm cycle: heat soak, pressures, pumps, fans.
- ☐ 12V system: generation, condition, drain measurement.
- ☐ GTR/LM: motorsport inspection — operating hours, rebuilds, air jacks, fire system, track equipment.
- ☐ PPI cost at this level follows the car, not a rate card — budget at halo scale and obtain quotes.

### D · PRICE & INVESTIGATION ITEMS

*The battery broke the normal frame: six-figure OEM exposure sits above every other line of this file.*

- ☐ Gen-1 pack with weak brick data: the six-figure conversation happens BEFORE purchase, not after.
- ☐ Missing or wrong charger: graded HIGH — sourced and priced.
- ☐ Hydraulic catch-up: five figures possible — itemized.
- ☐ Carbon/aero findings: five figures to far beyond — engineering quotes only.
- ☐ PCCB: five-figure exposure, measured.
- ☐ Age items (mounts, bushings, hoses, tyres, fuel): the calendar round, quoted honestly.
- ☐ GTR/LM parts: Lanzante/McLaren quote only — no estimates.
- ☐ Open campaigns: closed before delivery, proofs archived in the dossier.
- ☐ Negotiate from the battery report and the collector dossier: never from the odometer.

### E · RED FLAGS · WALK-AWAY OR ESCALATION

- A history of deep discharge — above all repeated.
- No deep battery report, or one the seller will not allow.
- Missing correct regional charger on a car sold as complete.
- Open Takata (19V141) or hood-latch (15V836) campaign.
- Tub or aero repair without engineering documentation.
- Variant identity unclear — GTR conversion status or LM authenticity unprovable.
- Undocumented hybrid modifications — no experiments on this drivetrain.
- Race Mode "demonstrated" only in the menu.
- A car whose findings cannot be named, quantified and priced.

### F · FIRST WEEK OF OWNERSHIP

- ☐ The charging doctrine adopted: ≈2.5 h charge, disconnect, sleep, SOC ≥80% — per McLaren's bulletin, not trickle logic.
- ☐ Collector dossier archived: battery report, carbon report, campaign proofs, variant documentation, inventory.
- ☐ 12V maintainer installed, storage and fuel practice set; the specialist relationship established — the P1 is owned through its battery file.

*"The P1's first sentence has changed: which battery, how old, what do the bricks say. Answer that, then buy the carbon, the provenance and the file — the V8 was never the problem."*

*Deep dive: Supercar Models Paper 59 · Model File 59 · Owner's Intelligence series.*