

McLAREN SPEEDTAIL

HALO PROTOCOL · CARBON · TYRES · CAMERAS · CAMPAIGN LEDGER

Compiled from public sources, the McLaren Speedtail, 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 Speedtail transaction: inspection reports, factory campaign records, provenance files. It replaces nothing. The Speedtail runs outside the normal range — 106 cars, deliberately the F1's count, trading through networks and specialists — and it is not treated like a used 720S but practically like a small MANUFACTORY PROJECT: McLaren itself sends factory support engineers for some of its bodywork campaigns. Our standing recommendation is strict: McLaren or a specialist with documented Ultimate Series experience, including HV qualification and composite capability for the flexible aero. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · PROVENANCE, CAMPAIGNS & PAPERWORK

- ☐ Identity first: build number of the 106, MSO configuration, build documentation — chassis data, never assumptions.
- ☐ The campaign ledger verified in the dealer system: Platform 4.7, Parking-Days/instrument software, SCB 23 M 007 (rear clam/harness — HIGH), SCB 23 L 001 (G64 coolant), HDA seal, airbag resistance, SCB 23 A 001.
- ☐ SPEEDTAIL_SOFTWARE_PLATFORM documented — the platform version, not just "current".
- ☐ HV documentation: battery status, isolation, e-motor/inverter history.
- ☐ 12V and storage regime: maintainer use, parking-days behaviour told honestly.
- ☐ Tyre file: exact homologation, DOT, storage history, any repairs — the high-speed release question.
- ☐ Carbon structure: accident and repair history with engineering documentation — or the file closes.
- ☐ Rear-clam removal history: who, when, why — the bespoke bodywork remembers.
- ☐ Collector audit: charger, keys, manuals, tool kit, bespoke luggage, original aero wheel covers, PPF/paint history.
- ☐ Camera-mirror service history where any.

B · THE DRIVE CYCLE · WITH THE SPECIALIST

- ☐ Before the drive: 12V tested, HV scan, full scan, software platform read, cameras cycled, aero cycled, coolant campaign status.
- ☐ Camera mirrors: deployment and retraction both sides, display quality, lag, artefacts, moisture traces.
- ☐ Flexible ailerons cycled: symmetry, actuator behaviour, surface and hinge regions read in raking light.
- ☐ Cold V8 start filmed: noises, smoke, leaks.
- ☐ On the drive: e-assist, gearbox move-off (TCU era felt), steering, suspension, braking — every mode.
- ☐ No high-speed validation by driving: condition, tyres and diagnostics carry that verdict.
- ☐ After the drive: heat soak, rescan, leaks — HDA seal interface sighted, coolant checked.
- ☐ Underbody and aero covers read: cracks, mounting, abrasion vs impact.
- ☐ Central cockpit: seat, pedal box, entry aids, instruments — authenticity and function.
- ☐ Harness areas sighted where accessible: chafing, insulation, repairs (SCB 23 M 007 story).
- ☐ PCCB surfaces sighted; tyre DOT and condition read on the car.
- ☐ Every finding photographed for the collector dossier.

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C · SPECIALIST SCOPE (MINIMUM)

- ☐ McLaren or a specialist with documented Ultimate Series experience — HV qualification and composite capability mandatory.
- ☐ Carbon structure: NDT on any doubt — a paint gauge is not an inspection; flexible-aero regions by aero-competent hands.
- ☐ HV diagnosis: battery status, cell deviation, isolation, inverter, DC-DC, temperature spread.
- ☐ Software audit by platform version: TCU, CMS cameras, instruments, BCM.
- ☐ Camera systems function-tested electronically, not just watched.
- ☐ SCB 23 M 007 completion verified physically where accessible; harness condition inspected.
- ☐ Coolant type verified (G64) and campaign closure confirmed.
- ☐ Airbag resistance measured against the 2,100–5,600 mΩ window; connector locking confirmed.
- ☐ DCT: cold move-off, reverse, creep, warm shifts, TCU software level.
- ☐ Tyres: homologation, DOT, flat spots, repair scan — the high-speed verdict.
- ☐ 12V system: condition, drain measurement, maintainer regime.
- ☐ PPI cost at this level follows the car, not a rate card — budget at Ultimate Series scale and obtain quotes.

D · PRICE & INVESTIGATION ITEMS

The powertrain is the quiet certainty: the money lives in the carbon, the flexible aero, the cameras, the tyres and the campaign ledger.

- ☐ Flexible-aero findings: manufactory-level quotes only — no catalogue prices exist.
- ☐ Camera-mirror faults: campaign-updated hardware — priced via McLaren, not guessed.
- ☐ Open SCB 23 M 007: scheduled with factory support — a delivery condition.
- ☐ Aged or repaired tyres: a new homologated set before any spirited use — priced in.
- ☐ Aero wheel cover damage: aero-functional, quoted as such.
- ☐ HDA seal traces: diagnosed per the knowledge article before pricing.
- ☐ Collector-audit gaps (luggage, covers, charger, books): sourced and priced — completeness is value.
- ☐ Negotiate from the campaign ledger and the collector dossier: never from the odometer.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Carbon or flexible-aero repair without engineering documentation.
- Rear-clam work with no story — the bespoke bodywork remembers.
- Old or repaired tyres presented as fine for high-speed use.
- Campaign ledger unverifiable, or SCB 23 M 007 open and dismissed.
- Camera-mirror faults explained away as "they all lag".
- Battery warnings waved off without the software story checked.
- Wrong coolant, or the G64 campaign unknown.
- A seller who resists the factory-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Collector dossier archived: carbon report, campaign ledger, software platform record, tyre file, inventory.
- ☐ 12V maintainer and storage regime set; parking-days behaviour baselined.
- ☐ The McLaren relationship established — the Speedtail is owned like the manufactory project it is.

"The Speedtail is exotic everywhere except where it counts: buy the carbon, the tyres, the cameras and the campaign ledger — and treat it as the manufactory project it is."

Deep dive: Supercar Models Paper 60 · Model File 60 · Owner's Intelligence series.