

McLAREN W1

HALO PROTOCOL · BASELINE FILE · AEROCCELL · HV · ACTIVE AERO

Compiled from public sources, the McLaren W1, 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 W1 transaction. It replaces nothing. The W1 runs outside the normal range — 399 cars, all allocated before launch — and it is the register's first true BASELINE FILE: the fleet is practically brand new, so there is no failure population and this paper deliberately invents no problems. What it does instead is read the completely new architecture — MHP-8 V8, F1-derived battery, 8-speed DCT with e-diff, Aerocell, Race Active Chassis Control III, active long tail — and record the baselines that will make every future W1 file possible. Our standing recommendation is strict: McLaren or MSO themselves. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · PROVENANCE & BASELINE RECORD

- ☐ Identity first: build number of the 399, MSO configuration, base MSRP, total invoice, delivery date, first owner.
- ☐ SOFTWARE_BASELINE archived: all module versions — hybrid, e-diff, DCT, traction, Race Mode, aero, chassis.
- ☐ HV baseline opened: battery SOH, cell delta, isolation, temperature spread, deep-discharge history.
- ☐ VIN campaign check in the dealer system — mandatory despite the young fleet.
- ☐ Factory paperwork complete: build documentation, charger, keys, manuals, tools.
- ☐ Accident and track history declared — with the Aerocell, any gap escalates.
- ☐ Tyre file: exact McLaren specification, DOT, heat cycles, storage.
- ☐ Every baseline photographed and archived — this dossier IS the value in ten years.

B · POWERTRAIN & HV · WITH THE SPECIALIST

- ☐ MHP-8: no M840 assumptions carried over — cold start filmed, full scan, no invented problems.
- ☐ HV diagnosis: SOH, cell delta, isolation, inverter, DC-DC, BMS software, hybrid cooling.
- ☐ DCT: cold engagement, D/R, E-REVERSE function, creeping, low-speed modulation, hot shifts, clutch adaptation.
- ☐ E-diff DTCs read; rear-axle loads inspected — tyres, driveshafts, bearings, pickup points.
- ☐ Full heat soak after the drive — never a 10-minute verdict on this thermal package.
- ☐ RWD reality respected on the drive: traction, e-diff behaviour, no heroics.

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C · STRUCTURE, CHASSIS & ACTIVE AERO

- ☐ Aerocell: composite NDT on any accident suspicion — no bodyshop PPI, ever.
- ☐ Front suspension pickups on the carbon cell inspected — the W1-defining structural point.
- ☐ Integrated seats and pedal-box adjustment: function, structure, any interior-work history.
- ☐ RACC III: pressures, active heave, rear active drop links, dampers, ride height.
- ☐ Race Mode fully activated: CHASSIS TRANSFORMATION COMPLETE — not mode selected.
- ☐ Active long tail cycled: extension, symmetry, rails, actuators, locks, surface, calibration.
- ☐ Active front splitter cycled; floor, tunnels, diffuser read for curb damage.
- ☐ Aero geometry treated as a safety/performance item — never cosmetic.
- ☐ CCB: disc condition, pads, thermal markings, cooling ducts.

D · PRICE & INVESTIGATION ITEMS

One rule on a baseline fleet: manufactory quotes only — nothing on this car has a catalogue price yet.

- ☐ Any Aerocell finding: McLaren engineering verdict before any price is discussed.
- ☐ Active long-tail or splitter damage: factory-level quotes — extremely expensive, priced before purchase.
- ☐ HV anomalies: baseline deviation documented and quoted via McLaren — the P1 lesson.
- ☐ Wrong or aged tyres: a correct set is a safety cost, budgeted immediately.
- ☐ MSO content priced as spec rarity, not as a premium by assumption.
- ☐ Missing baselines (software record, HV history): priced as identity risk, not paperwork.
- ☐ Negotiate from the file — build number, spec, baselines — never from the odometer.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Carbon or structural repair without full McLaren engineering documentation.
- Race Mode transformation incomplete, or long-tail extension asymmetric.
- Aero geometry disturbed: floor, tunnels, splitter, diffuser — on a 1,000 kg downforce car.
- HV warnings dismissed, or no baseline data available at all.
- Non-specification tyres presented as acceptable.
- Track use denied on a car whose data says otherwise.
- A seller who resists the factory-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The baseline dossier archived: software versions, HV record, aero calibration, tyre file, photographs.
- ☐ Storage, maintainer and battery regime set per handbook — from day one.
- ☐ The McLaren/MSO relationship established — the W1 is owned inside the factory system.

“The W1 has no history yet — so buy the architecture and write the history down: the baselines you record today are the file every future owner will pay for.”

Deep dive: Supercar Models Paper 62 · Model File 62 · Owner's Intelligence series.

FINDINGS & NOTES