

MODEL FILE 115 · McLAREN · HYBRID SERIES · CAMPAIGN LEDGER

ARTURA

M630 V6 HYBRID · 680-700 PS · MCLA · COUPE & SPIDER · 2022-

THE CAR IN BRIEF

THE MODEL

McLaren's hybrid new beginning, delivered since 2022: the M630 3.0 biturbo V6 with a plug-in hybrid layer on the new MCLA carbon monocoque, coupe and Spider, 680 PS (671 bhp) at launch and 700 PS (690 bhp) with the model-year update that arrived with the Spider, retrofittable to earlier cars by works software per records. The 8-speed DCT carries no reverse gear: the electric motor reverses the car, a detail that says how deeply the hybrid sits in the architecture. Fields: COUPE_OR_SPIDER, MODEL_YEAR_STATE, SOFTWARE_VERSION, HV_BATTERY_STATUS.

THE HONEST FRAME

The dossier's Fazit is the file's: the Artura is today SUBSTANTIALLY more mature than at market start. The early production years were carried to maturity through documented campaigns and many software updates, and the register consequence is priced, not judged: a car with all measures closed and current software is a clearly different proposition from an early example with a patchy record. Early cars are markedly more update-dependent than later model years.

THE CAMPAIGN LEDGER

THREE US RECALLS, BY NUMBER

The documented layer, verified: 22V908 (December 2022): the nuts of the HIGH-pressure fuel pipe could loosen, fuel leakage with fire risk, pipes replaced. 23V796 (November 2023): a pipe of the LOW-pressure fuel assembly could detach, again fuel leakage with fire risk, assembly replaced. And the register addition to the dossier: 25V216 (April 2025): brake lines could be ROUTED INCORRECTLY, activating the wrong side and able to lock a rear wheel, inspected and corrected. All three are answered by VIN, and ALL_CAMPAIGNS_COMPLETED is this file's hardest field, in the spirit of the Regera doctrine (File 93): the ledger outranks the mileage.

THE SOFTWARE LAYER

The most important point of all, per the dossier: numerous software campaigns across all control units, hybrid software, DCT, infotainment, by workshop and OTA. Many early cars were updated repeatedly, and the register reads the software history as part of the car's identity: SOFTWARE_VERSION and the update trail are mandatory fields, verified with the works, never from a seller's summary.

POWERTRAIN, HYBRID & CHASSIS

THE CALM MACHINERY & THE WATCHED LAYER

The M630 V6 itself has stayed unobtrusive: NO documented series of engine or turbo damage. LOW in the matrix, per the dossier. The DCT: clutch, shift quality, adaptations, software. MEDIUM. The hybrid layer is watched, not accused: battery SoH, cell balance, cooling, charge history, HV diagnosis, all from the works readout, with the battery-first rule in force. HIGH. The MCLA monocoque and chassis carry no known series weakness: composite discipline on any accident question, ceramics and tyres by state and use.

FACTORY ACTIONS & OWNERSHIP

OWNERSHIP & PRIORITIES

What decides, per the dossier: software level, hybrid diagnosis, works service, and the complete campaign ledger. The risk matrix is adopted unchanged: recalls and software CRITICAL, hybrid and battery HIGH, DCT MEDIUM, engine LOW. Service lives in the McLaren network with the hybrid layer works-bound; parts run through McLaren with the HV components works-only. Priorities: campaign ledger closed, software current, hybrid diagnosis, works history, DCT, engine. Provenance: model-year state and update trail documented, because on the Artura the car's SOFTWARE BIOGRAPHY is its history. Market bands pending the transaction dataset.

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US recalls by number (22V908, 23V796, 25V216): fuel twice, brake routing once, answered by VIN

700

PS (690 bhp) in the updated state, 680 at launch: the works software carries the difference

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Reverse gears: the e-motor backs the car up, and that detail is the whole architecture in one line

Sources: McLaren works data and model records (Artura from 2022, M630 3.0 V6 biturbo PHEV, 680 PS = 671 bhp launch and 700 PS = 690 bhp updated state, MCLA monocoque, 8-speed DCT without reverse gear, e-motor reversing, coupe and Spider); NHTSA campaign records verified: 22V908 (Dec 2022, high-pressure fuel pipe nuts, replacement), 23V796 (Nov 2023, low-pressure fuel pipe detachment, assembly replacement), 25V216 (Apr 2025, brake line routing, inspection and correction); numerous software campaigns per dossier and record; maturity framing per dossier Fazit. Market bands pending the transaction dataset.