

MODEL FILE 52 · SPORTS SERIES · McLAREN · THE MATURITY FILE

McLAREN 570S · SPIDER · 570GT

M838TE 3.8 BITURBO · 570 PS · 2015–2021 · COUPÉ · SPIDER · GT

THE MODEL IN BRIEF

THE FAMILY

570S Coupé (2015–21) · 570S Spider (2017–21, folding hardtop) · 570GT (2016–21). The GT is not a separate car but the comfort-oriented offshoot: changed rear with a side-hinged glass hatch, additional luggage space, softer tuning — mechanically the differences are small, and the register keeps all three in one file with variant-specific check fields. The 540C runs separately as Model File 51: this family is the Sports Series core.

ENGINE & GEARBOX

M838TE, 570 PS — and this time the dossier's number needed no correction: the name is the output. The engine now ranks among the most reliable McLaren units: no known systematic problems in crankshaft drive, rod bearings, timing chains, pistons or valvetrain — ENGINE = LOW RISK. Turbos: no typical series disease. SSG: robust hardware — early software levels shifted less harmoniously, later calibrations improved it distinctly: the software level is part of the drivetrain verdict.

WHY IT MATTERS

The register adopts the dossier's Fazit: the 570S family represents the TRUE MATURITY LEVEL of the Sports Series. Against the 12C, the early software and quality problems are much reduced, while engine, gearbox and carbon structure count as very solid. The PPI therefore concentrates on: electronics and software state, regular use, the optional systems (front lift, PCCB), and proof of all factory campaigns.

THE SPORTS SERIES POINTS

IRIS II & SOFTWARE

IRIS II is standard: distinctly better than the 12C era — occasional software faults occur, serious hardware problems are far rarer. Checked: display, touchscreen, Bluetooth, navigation, camera, software level. The wider point is the SOFTWARE AUDIT: engine, gearbox, IRIS, BCM — many cars received numerous updates over the years, and the update state is a purchase criterion, not an accessory.

BATTERY & STANDING TIME

The marque doctrine, confirmed by the owner community: long standing produces the problems, not mileage — battery voltage, control-unit faults, TPMS, warning cascades. A maintenance charger is practically mandatory, and many apparent electronic defects vanish with stable voltage. Regularly driven cars demonstrably show fewer findings than very-low-mileage garage cars: the usage pattern is a PPI datum.

CHASSIS & LIFT

A real structural difference to the Super Series: classic ADAPTIVE DAMPERS, no ProActive Chassis Control — one whole hydraulic complexity layer is simply absent. Checked: dampers, wishbones, bearings, top mounts. Front-axle lift (optional): cycled several times, cold and warm, speed and tightness — repairs run €2,000–5,000, so the cycle test is not a courtesy.

DOORS, WINDSHIELD & HVAC

Doors: handle sensors, gas struts, closing behaviour — no big problem, but a regular check. The WINDSHIELD is the family's specific point: lightweight glass with an above-average field record of STRESS CRACKS, particularly after stone chips or sharp temperature changes — fine cracks and previous replacements checked at every car (a pane runs several thousand euros): WINDSHIELD_STATUS is its own field. And the HVAC unit: McLaren published a service instruction on possible WATER INGRESS into the footwell via the HVAC drain — the drain is checked, and HVAC_DRAIN_STATUS is a field. Cooling system beyond it: radiators, condensers, hoses, water pump — no real weakness.

THE VARIANTS

570GT & SPIDER

The GT's own check field: the side-hinged GLASS HATCH — seals, hinges, watertightness, luggage compartment — plus the comfort equipment, and the fuel-system campaign tie-in below. The Spider: the folding hardtop counts as reliable overall — mechanism, hydraulics, seals, microswitches checked regardless (roof repairs run four figures to low five). Interior across the family: leather delamination, centre console, soft-touch surfaces, seat adjustment, rattles — honest wear, itemized.

FACTORY ACTIONS · VERIFIED SEPTEMBER 2026

THE CAMPAIGN TRIO

The dossier's three actions verify precisely. 19V141: the TAKATA passenger-inflator recall — 2015–17 570-series cars within McLaren's 2,792-car US action (letters from March 2019), inflators replaced. 20V231 (Apr 2020): the NVH FOAM PAD beneath the fuel tank can retain moisture and CORRODE THE TANK — fuel-leak risk: affected 2017–19 570GT (alongside 720S, Senna and GT): pad removed, tank inspected and replaced where corroded — the dossier's "570GT fuel campaign", confirmed and sourced. 21V561 (Jul 2021): the brake-assembly BANJO BOLT may be missing its drilled holes — brake failure on one corner possible: 2020 570S (with 2020 GT, 2019 600LT, 2019–20 720S). Plus the HVAC-drain service instruction below the recall threshold. The VIN query is mandatory — and closes all of it in minutes.

MARKET POSITION & COST FRAME

STATUS

The sweet spot of used McLaren ownership: the documentation market of the marque applies — updated, regularly driven, campaign-complete cars against standers. The GT is the rarer, quietly collectible variant: the Spider carries the open-air premium: clean Coupés are the value play. Bands follow the transaction dataset in the usual round.

COST FRAME &
MAINTENANCE

Working magnitudes, not quotes (Sep 2026): annual service €2,000–3,500 · major service €4,000–7,000 · front-lift repair €2,000–5,000 · PCCB over €10,000 · windshield several thousand € · Spider roof mechanism four figures to low five. Maintenance doctrine: annual oil, battery on a tender, regular use, software kept current, radiators cleaned.

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PS — the name is the number, and this time the dossier had it right

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Verified campaigns on the family — Takata, tank pad, banjo bolt: all closeable by VIN

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PCC circuits in the Sports Series: one whole hydraulic complexity layer simply absent

Sources: McLaren factory data (M838TE 570 PS, MonoCell II, SSG, family structure 2015–2021); NHTSA record verified September 2026 — 19V141 (Takata, 2015–17 570 series within the 2,792-car action), 20V231 (NVH foam pad/fuel-tank corrosion, 2017–19 570GT with 720S/Senna/GT), 21V561 (brake banjo bolt missing drilled holes, 2020 570S with GT/600LT/720S), HVAC-drain service instruction below threshold; windshield stress-crack, battery/standing and software patterns per the dossier, owner-community and named specialist sources. Cost figures are MI working magnitudes; market bands follow the transaction round.