

MODEL FILE 57 · GT LINE · McLAREN · THE QUIET ONE

McLAREN GT

M840TE 4.0 BITURBO · 620 PS · 2019–2024 · MONOCELL II-T · GRAND TOURER

THE MODEL IN BRIEF

THE FAMILY

McLaren GT, 2019–2024 — the grand tourer of the programme, no Spider version ever offered. Successor: the GTS (from 2023), which runs as its own Model File per the register plan. Structure: MonoCell II-T — the Touring evolution of the carbon tub, technically closely related to the 720S (File 55): no known structural weakness, standard carbon protocol applies.

ENGINE & GEARBOX

M840TE: 4.0 biturbo, 620 PS — the same engine base as 720S and 765LT with a touring calibration. No known series problem in crankshaft drive, rod bearings, timing chains or pistons: ENGINE = VERY LOW RISK. Turbos: no known weakness — boost, oil traces, wastegate, intake. SSG: the known robust hardware — adaptation values, shift quality, manoeuvring, clutch: no series problem.

WHY IT MATTERS

The register adopts the dossier's verdict: the GT is among the MOST INCONSPICUOUS cars in the whole McLaren programme — the robust M840T/SSG unit, a comfort-oriented calibration, and none of the extreme track hardware of the LT models. The PPI concentrates on: the hydraulic system, electronics and software state, battery, and the GT-SPECIFIC zones — luggage compartment, rear glazing, comfort equipment. And one honest market fact: GT customers drive — higher mileages are normal here, and the wear pictures differ accordingly.

THE McLAREN POINTS · GT CALIBRATION

HYDRAULICS & LIFT

ProActive Chassis Control in comfort calibration — and the marque's standing wear item comes along: the ACCUMULATORS (mid four figures), with pump runtime, hydraulic pressure and tightness as the readout. Front lift (optional): cycled several times, cold and warm, speed, hydraulics (€2,000–5,000 repairs). Active aero: the restrained GT spoiler — calibration, end positions — distinctly less loaded than a 720S wing.

ELECTRONICS, BATTERY & SOFTWARE

BCM, driver display, infotainment, fault memory — the modern system is distinctly more stable than the IRIS era: navigation, Bluetooth, camera, display, software level checked regardless. Battery: the marque theme — resting voltage, condition, charging history: tender recommended, standers show the sporadic-fault pattern. Software updates documented: the VIN query doubles as the update audit, as on every modern McLaren.

THE GT ZONES

The model's own check fields. LUGGAGE COMPARTMENT: the rear deck sits over the engine bay — heat damage, temperature shielding, seals and water drains checked (LUGGAGE_COMPARTMENT_STATUS): the glass cover and its seals are read for tightness. REAR GLAZING: glass, seals, damage, drainage — its own field. INTERIOR: leather quality, electric seats, comfort features, soft-close, rattles — the long-distance usage pattern shows here first. AIR CONDITIONING: cooling performance, compressor, condensers, air distribution — weighted UP on this model, because the GT lives in daily use where an LT lives on track days.

BRAKES & COOLING

Steel or PCCB: ceramics measured (chipping, cracks, pads, >€10,000) — GT cars usually show LESS thermal load than LT models, and the discs tell the truth. Cooling system: radiators, lines, water pump, expansion tank — no known series disease, checked as age and mileage.

FACTORY ACTIONS · VERIFIED SEPTEMBER 2026

FIVE CAMPAIGNS

The dossier's §17 verifies — and the GT carries the BUSIEST formal recall sheet of the register's McLarens: five US campaigns, all closeable by VIN. 20V231 (2020): the NVH foam pad under the fuel tank — moisture, corrosion, leak risk: pad removed, tank inspected. 21V561 (2020): the brake BANJO BOLT possibly missing its drilled holes — one-corner brake failure. 22V103 (Feb 2022, MY2019–21): the DRIVER'S AIRBAG and occupant-restraint controller may be IMPROPERLY CONNECTED — a GT-specific find. 24V661 (Sep 2024, MY2020–23): the HOOD LATCH — manual-release cable tension can let the latch open unexpectedly. 25V216 (Apr 2025, MY2020–25): brake lines possibly ROUTED INCORRECTLY — wrong-side activation, rear lockup possible: fresh enough that late cars need the completion check. Plus the VIN software campaigns below the threshold. Five actions, none engine, none gearbox — the sheet is busy, not sick.

MARKET POSITION & COST FRAME

STATUS

The daily McLaren: higher mileages are normal and HONEST here — the documentation market applies, but the usage-pattern doctrine inverts gently: a GT with motorway miles and full history is the natural state of the model, not a discount case. The GTS succession sets the ceiling: clean, campaign-complete GTs are the value entry into the M840T world. Bands follow the transaction dataset in the usual round.

COST FRAME & MAINTENANCE

Working magnitudes, not quotes (Sep 2026): annual service €2,500–4,000 · major service €5,000–8,000 · accumulators mid four figures · front lift €2,000–5,000 · PCCB over €10,000. Maintenance doctrine: annual oil, battery permanently charged, software current, hydraulic system checked regularly, and the car moved.

620

PS in touring calibration: the most inconspicuous McLaren in the programme

5

Formal US campaigns — the busiest sheet of the register's McLarens: busy, not sick

II-T

The Touring MonoCell: luggage heat and tightness are the GT's own checks

Sources: McLaren factory data (M840TE 620 PS, MonoCell II-T, GT positioning 2019–2024, GTS succession); NHTSA record verified September 2026 — 20V231 (fuel-tank NVH pad), 21V561 (banjo bolt), 22V103 (driver airbag/restraint-controller connection, MY2019–21), 24V661 (hood latch, MY2020–23), 25V216 (brake-line routing, MY2020–25) — no engine or gearbox campaign; accumulator, battery/standing, luggage-heat, rear-glazing and comfort-wear patterns per the dossier and named specialist sources. Cost figures are MI working magnitudes; market bands follow the transaction round.