

MODEL FILE 58 · ULTIMATE SERIES · McLAREN · TRACK PROVENANCE

McLAREN SENNA · SENNA GTR

M840TR 4.0 BITURBO · 800 PS · 2018–2020 · 500 CARS · MONOCAGE III

THE CAR IN BRIEF · ULTIMATE SERIES

THE FAMILY

Senna (2018–20, 500 cars, 800 PS, road-legal) · Senna GTR (from 2019, 75 cars, 825 PS, TRACK ONLY — carried as a reference chapter, not a purchase file, because no classical road PPI applies) · Senna LM (MSO/Lanzante context, very low numbers — its own collector chapter, single transactions). This file opens the register's ULTIMATE SERIES block, and the classification comes from the dossier verbatim: COLLECTOR GRADE — ULTIMATE SERIES / TRACK PROVENANCE DRIVEN.

ENGINE & GEARBOX

M840TR: 4.0 biturbo, 800 PS, based on the 720S's M840T. No known series problem in crankshaft drive, rod bearings, timing chains or pistons — ENGINE = VERY LOW RISK. Turbos: no known constructive weakness. SSG: decidedly robust hardware — adaptation values, shift quality, launch history, and the track file read alongside. The drivetrain is, once again, the quiet certainty of the file.

WHY IT MATTERS

The dossier's framing carries the file: the Senna is not a classic road hypercar but a nearly uncompromising TRACK CAR WITH A NUMBER PLATE. The PPI focus follows: carbon structure, aerodynamics, the hydraulic system, track history and complete campaign documentation. Monocage III — the new-generation tub — is the single most important check of the whole car: structure, underbody, delamination, repairs, jacking points, accident truth: carbon-competent eyes, mandatory.

THE SENNA POINTS

TRACK HISTORY · CRITICAL

The most important point of all: number of track days, brake history, tyre history, suspension revisions, accidents, carbon repairs — assembled into one file. The doctrine is the register's standing one, sharpened: documented track use is NOT negative — an unclear history is the problem. Tyres tell: many cars run Trofeo R or Cup 2 R — DOT, heat cycles, and the wheels checked for cracks and kerb contact.

ACTIVE AERO · THE EXPENSIVE ZONE

One of the most important check complexes: the hydraulic REAR WING (airbrake function, calibration, fault memory), the FRONT FLAPS, and the full carbon aero set — splitter, canards, diffuser, underbody. Damage here is routinely very expensive: the wing can reach a very high five-figure sum, the splitter high four to five figures — which is why REAR_WING_STATUS and FRONT_SPLITTER_STATUS are separate fields and every element is inspected piece by piece.

CHASSIS, BRAKES &
HYDRAULICS

Race Active Chassis Control II: hydraulic pressure, ACCUMULATORS (the marque's standing wear item), ride height, dampers, wishbones. PCCB standard: chipping, heat cracks, disc thickness, pad picture — measured against the track file (>€15,000 exposure on this model). Cooling: radiators, lines, tank, pump — no constructive weakness known.

ELECTRONICS, BATTERY &
INTERIOR

Software level, BCM, driver display, fault memory — early cars received several updates: the update audit applies. Battery: the marque theme at its sharpest — owners report that a flat 12V battery can practically IMMOBILIZE the car and complicate even simple functions: tender mandatory, standing avoided. Interior: carbon seats, harnesses, instruments, switchgear, carbon trim — wear is usage-driven, not age-driven, and reads as part of the track file.

SENNA GTR · THE
REFERENCE CHAPTER

Track-only, 75 cars, 825 PS: no classical PPI — a MOTORSPORT INSPECTION instead: roll structure, fire-suppression system, race seat, harnesses, data logger, and the motorsport history file. The register carries GTRs as reference entries with their own documentation standard: transactions are single cases.

ORIGINALITY & FACTORY ACTIONS

ORIGINALITY

MSO configuration, paint, PPF, wheels, carbon parts, titanium exhaust, book pack, keys, certificates — the collector inventory, verified against the build record. On a 500-car application-sold model, completeness and configuration provenance price the car alongside the track file.

THE RECORD · VERIFIED

The dossier's §17 verifies precisely. 19V613 (Sep 2019): a branch of the ENGINE WIRING HARNESS could contact the link-pipe HEAT SHIELD — chafing through the protective layers: possible limp mode, stalling, misfires, catalyst overheating, and in the worst case an exhaust rupture with fire risk: remedy — harnesses re-routed (the rework is documented as its own service instruction). 20V231 (Apr 2020): the NVH FOAM PAD under the fuel tank — moisture, tank corrosion, leak risk: the 2019 Senna sits in the campaign alongside 720S, GT and 570GT. Plus VIN-dependent software and quality actions below the threshold. The VIN query is mandatory — and on a Senna the two campaign proofs belong in the collector dossier itself.

MARKET POSITION & COST FRAME

STATUS

Ultimate Series collector territory: 500 cars, application-sold, trading through specialist dealers and networks — track provenance, carbon status and configuration rank the cars, and auction results are the visible reference. The register quotes no bands below the transaction round: single files decide.

COST FRAME &
MAINTENANCE

Working magnitudes, not quotes (Sep 2026): annual service €3,500–6,000 · major service €7,000–12,000 · PCCB over €15,000 · carbon aero very expensive — rear wing to a very high five-figure sum, splitter high four to five figures. Maintenance doctrine: annual service, battery permanently charged, brake fluid after track use, regular alignment, aero calibration.

500

Cars, application-sold: the Ultimate Series opens — track provenance drives the value

19V613

The harness campaign: fire-risk chain, harness re-routed — proof belongs in the dossier

III

Monocage generation three: the carbon verdict is the first verdict of every Senna file

Sources: McLaren factory data (M840TR 800 PS, Monocage III, 500 cars 2018–20, GTR 75/825 PS track-only, Senna LM context); NHTSA record verified September 2026 — 19V613 (engine wiring harness vs link-pipe heat shield, chafing → limp/stall/misfire/catalyst overheat, worst-case exhaust rupture/fire risk, harness re-routing, Sep 2019) and 20V231 (fuel-tank NVH pad incl. 2019 Senna), software/quality actions below threshold; track-provenance, aero-cost, accumulator, battery-immobilization and originality patterns per the dossier, owner reports and named specialist sources. Cost figures are MI working magnitudes; no bands below the transaction round — single files decide.