

MODEL FILE 60 · ULTIMATE SERIES · McLAREN · HYPER-GT · HALO PROTOCOL

## McLAREN SPEEDTAIL

M840 HYBRID · 1,070 PS · 403 KM/H · 106 CARS · CENTRAL SEAT

## THE CAR IN BRIEF · OUTSIDE THE NORMAL RANGE

## POSITION

The modern spiritual successor to the F1 concept: central driving seat with two offset passenger seats, extreme high-speed design, hybrid drive — a HYPER-GT, not a track hypercar. 106 cars, deliberately matching the original F1's total: 1,070 PS, 1,150 Nm, 403 km/h per McLaren. Register category: ULTIMATE SERIES / HYPER-GT — halo protocol, no market bands, single files decide.

## THE POWERTRAIN

4.0 biturbo V8 with a parallel e-motor, rear drive, 7-speed dual clutch — closely related to the M840 family, Speedtail-calibrated. The register finds NO reliable fleet clustering of V8, turbo, e-motor or gearbox failures: CORE POWERTRAIN = NO ESTABLISHED FAILURE PATTERN. And unlike the P1, no battery epidemic exists YET — the fleet is younger: but it is barely moved, mostly pure collector cars, and technically highly complex, so the HV block below is obligatory anyway.

THE MANUFACTORY  
DOCTRINE

The dossier's Fazit, adopted: the Speedtail is astonishingly INCONSPICUOUS for how exotic it is — the documented themes are software, cameras, harness routing, coolant and detail improvements, not the hybrid drive or the V8. PPI priority, in order: carbon structure → tyres → HV system → flexible aero → cameras → software/campaigns → harness → drivetrain. And the treatment doctrine that names the file: not like a used 720S, but like a small manufactory project — McLaren itself partly accompanies the bodywork campaign below with a Mobile Technical Support Engineer.

## THE SPEEDTAIL SYSTEMS

HYBRID, 12V & PARKING  
DAYS

HV obligatory despite the young fleet: battery status, cell/brick deviation, isolation, e-motor, inverter, charge/DC-DC status, temperature spread. The 12V side carries a documented McLaren story: an early software issue could MISREPORT the remaining PARKING DAYS and battery state — including a false "battery critically low" on wake-up with correct voltage. PPI doctrine: not every battery warning is a bad battery — but 12V health AND the software level are documented, always.

## SOFTWARE · A REAL FOCUS

The Speedtail had several expressly documented software improvements: PLATFORM 4.7 updated the transmission control unit and BOTH camera monitoring systems — better clutch move-off behaviour, stabler camera software: later updates addressed a missing fuel display after cold start, lines in the reversing-camera image, inconsistent display colours, overlapping warnings, comfort entry. The field is therefore SPEEDTAIL\_SOFTWARE\_PLATFORM — the platform version itself, not just "software current = yes".

CAMERA MIRRORS &  
CENTRAL SEAT

No classical exterior mirrors: DEPLOYABLE CAMERAS with left/right cockpit displays — a very particular PPI system: deployment and retraction, both displays, lag, image artefacts, moisture ingress, software level — campaign-updated hardware, mandatory in the checklist. The CENTRAL DRIVING POSITION is a collector and authenticity point: seat, pedal box, wheel, instruments, entry aids — accident or interior work here is substantially more complex than on any normal McLaren.

## THE FLEXIBLE AILERONS

One of the most interesting constructions on the car: instead of a separate wing, flexible carbon AILERONS that are part of the body surface, deforming under aerodynamic load and via actuators — also serving as the airbrake. PPI: symmetry, actuator function, surface cracks, the FLEXIBLE HINGE REGIONS, delamination, calibration. The repair doctrine is explicit: normal carbon-laminate knowledge is NOT sufficient here.

REAR CLAM & HARNESS ·  
SCB 23 M 007

Very important and current: McLaren's 2024 service campaign SCB 23 M 007 — parts of the wiring harness under the rear body clam could contact and CHAFE against the clam's underside: the prescribed fix is a rear clam and harness rework, and because of the bespoke construction McLaren expressly directs that a MOBILE TECHNICAL SUPPORT ENGINEER be involved in part. PPI: campaign complete (HIGH) — plus harness chafing, insulation damage, repaired wiring, and the rear-clam removal history.

## THE SERVICE LEDGER

The remaining documented layer, each with its field. HDA SHAFT SEAL (2024 knowledge article, P1 and Speedtail): leak diagnosis at the gearbox/hybrid-drive interface — oil traces, underside, repair history: NOT a gearbox epidemic, and not framed as one. SCB 23 L 001 (2025): coolant conversion G48 → G64 — no defect, but CORRECT\_COOLANT = G64 is a file field now. AIRBAG resistance procedure (Speedtail and Elva): target 2,100–5,600 mΩ with connector-locking check — notably the same methodology as the GT's formal 22V103 recall, applied here as a service procedure. SCB 23 A 001 (2023): fuel/oil flap push-push caps from rubber to plastic — LOW, convenience: but at 106 cars, even this belongs in a complete file.

STRUCTURE, TYRES & CHASSIS

CARBON · CRITICAL

Tub, floor, sills, suspension pickups, roof, rear structure — and on any accident suspicion: COMPOSITE NDT. The Speedtail is not a car where a paint-depth reading counts as an accident check. The front wheels carry the characteristic carbon AERO COVERS: condition, cracks, mounting, the wheel underneath, balance — damage is aero-functional at this car's design speeds, not cosmetic.

THE TYRE DOCTRINE

One of the most important real operating points: the car is designed for 403 km/h, so tyres are never "tread okay". Checked: the exact McLaren homologation, DOT, storage, flat spots, repairs, high-speed release — and the register's hard rule from the dossier: OLD OR REPAIRED TYRES ARE A NO-GO FOR HIGH-SPEED USE. The brake question on a Speedtail is usually secondary to the tyre question: PCCB checked regardless — rotors, chips, cracks, oxidation, pads.

CHASSIS & AGE

A hyper-GT, not a Senna chassis: dampers, wishbones, bushings, lift/height systems, alignment — with CALENDAR AGEING as the operative concept on a barely-driven fleet: mounts, seals, hoses, fluids by time. The drive cycle validates high-speed capability through condition, tyre and system diagnostics — obviously not through a 403-km/h function test.

FACTORY ACTIONS & COLLECTOR AUDIT

ZERO RECALLS, EIGHT CAMPAIGNS

The dossier's finding verifies — and the cross-check sharpens it: NO standalone NHTSA safety recall exists for the Speedtail (the 22V103 airbag recall covers the GT only: Speedtail and Elva received the same resistance methodology as a service procedure). What exists instead is a RICH factory campaign ledger: Platform 4.7 (TCU + cameras) · Parking Days (battery display) · instrument update (fuel display/camera/IC) · SCB 23 M 007 (rear clam/harness) · SCB 23 L 001 (G48→G64) · HDA seal knowledge article · SCB 23 A 001 (flaps) · airbag resistance check. The doctrine: NHTSA ALONE IS NOT ENOUGH — the register reads the bulletin layer, and every PPI verifies the full ledger in the dealer system.

COLLECTOR AUDIT & EXPOSURE

At 106 cars: factory and MSO specification, build documentation, original charger, keys, manuals, tool kit, the BESPOKE LUGGAGE, and the original aero wheel covers — plus PPF and paint history. Working exposure follows the manufactory doctrine: quotes from McLaren/specialists only — the bespoke systems have no catalogue prices. No market bands per halo protocol: auction results and documented specialist sales are the reference.

106

Cars — deliberately the F1's count: the Speedtail is its spiritual successor, and trades like it

0

Standalone NHTSA recalls — and eight factory campaigns: the register reads bulletins, not just databases

403

km/h design point: the tyre file is CRITICAL — old rubber is a no-go for high-speed use

Sources: McLaren factory data (1,070 PS/1,150 Nm, 403 km/h, 106 cars, central seat, flexible ailerons); McLaren campaign ledger per NHTSA-filed documents — Platform 4.7 (TCU/CMS), Parking-Days/instrument software, SCB 23 M 007 (rear clam/harness), SCB 23 L 001 (G48→G64), HDA seal article, airbag resistance (per the GT's 22V103 methodology), SCB 23 A 001; no standalone NHTSA recall verified September 2026; tyre, aero and preservation doctrine per the dossier. No bands per halo protocol — single files decide.