

MODEL FILE 62 · ULTIMATE SERIES · McLAREN · HALO PROTOCOL · BASELINE FILE

McLAREN W1

1,275 PS · MHP-8 HYBRID · 399 CARS · 2026- · THE F1/P1 LINE CONTINUES

THE CAR IN BRIEF · A BASELINE FILE

POSITION

The third car in the F1 → P1 → W1 line — and technically far more than a developed P1: a completely new MHP-8 4.0 V8, a new e-motor, an F1-derived battery and a new 8-speed DCT with integrated e-differential. System output 1,275 PS / 1,340 Nm, 0–100 in 2.7 s, 0–200 in 5.8 s, 350 km/h — at a dry weight from 1,399 kg. 399 cars, all allocated early, from roughly USD 2.1M / €2.2M before personalisation, first deliveries running in 2026: FLEET_AGE = EXTREMELY LOW. This file is therefore a BASELINE FILE — no failure population exists, and none is invented.

THE HYBRID DOCTRINE

The most interesting difference from the P1: McLaren built this hybrid almost purely as a PERFORMANCE INSTRUMENT, not as EV capability — the electric-only range is under 2 km, against 1,275 PS of system output. This is not a PHEV in the Artura sense. The P1 lesson is applied from day one: the HV baseline fields are opened NOW — HV_BATTERY_SOH, CELL_DELTA, HV_ISOLATION, BATTERY_TEMP_SPREAD, E_MOTOR/INVERTER/DC_DC_STATUS, HYBRID_COOLING, BMS_SOFTWARE, DEEP_DISCHARGE_HISTORY. We saw on the P1 what these histories are worth ten years later.

POWERTRAIN · ALL NEW, ALL UNKNOWN

MHP-8 · NOT AN M840

Database-critical: the W1 does NOT carry the M840 family. The MHP-8 is an expressly ground-up 4.0 biturbo V8 — port plus direct injection, very high rpm capability, new hybrid integration. Which means, honestly recorded: MHP8_LONG_TERM_DATA = NONE. There is no known series of oil consumption, valvetrain, timing-chain, turbo or bottom-end problems — and constructing one today would be pure speculation. The engine is watched, not accused.

8-SPEED DCT & E-DIFF

The gearbox is equally new: an 8-speed dual clutch with E-REVERSE — reverse is implemented electrically — and an integrated electronic differential. PPI: cold engagement, D/R changes, e-reverse function, creeping, low-speed modulation, hot shifts, clutch adaptation values, e-diff DTCs. Status: DCT_FAILURE_PATTERN = NONE.

RWD AT 1,275 PS

Despite the output: rear-wheel drive only — a defining difference from SF90, Revuelto and most modern hypercars, and an enormous standing load on the rear axle: tyres, e-diff, driveshafts, wheel bearings, suspension pickup points. The register expects this to become one of the important PPI areas as the fleet ages — the fields exist from today.

STRUCTURE · THE AEROCELL

CARBON · CRITICAL

The new AEROCELL monocoque — McLaren's most advanced and lightest supercar cell to date — mounts the FRONT SUSPENSION DIRECTLY ON THE CARBON for the first time. That makes accident inspection extremely critical: a W1 gets no normal bodyshop PPI. On any damage suspicion: composite NDT, suspension-pickup inspection, floor scan, front structure, rear structural mounting. CARBON STRUCTURE = CRITICAL — long-term probably weighted even above the P1.

INTEGRATED SEATS & PEDAL BOX

The seats are STRUCTURALLY INTEGRATED into the Aerocell: instead of moving the seat, mainly the PEDAL BOX adjusts — which let McLaren build the cell smaller and lighter. Fields: PEDAL_BOX_ADJUSTMENT, DRIVER_FIT_SYSTEM, INTEGRATED_SEAT_STRUCTURE. After interior or accident work this is far more relevant than on any normal McLaren.

CHASSIS & ACTIVE AERO

RACE ACTIVE CHASSIS CONTROL III

Completely new again — the register does NOT copy old McLaren accumulator checklists here. The package: RACC III, inboard ACTIVE HEAVE suspension, partly 3D-printed/titanium components, REAR ACTIVE DROP LINKS, adaptive dampers, double wishbones front and rear. PPI fields: RACC_III_PRESSURE, ACTIVE_HEAVE, REAR_ACTIVE_DROP_LINK, DAMPERS, RIDE_HEIGHT, TITANIUM/3D_PRINTED_COMPONENTS. No known failure series — baseline monitoring.

RACE MODE & THE LONG TAIL

In RACE MODE the W1 physically transforms: the chassis drops, aero elements reposition, the whole car enters a far more aggressive configuration. The PPI rule: activate and verify the FULL transformation — not MODE SELECTED, but CHASSIS TRANSFORMATION COMPLETE. The most striking single point: the ACTIVE LONG TAIL extends roughly 300 mm rearward and enlarges the working diffuser area — checked for extension, symmetry, rails, actuators, locks, carbon surface, calibration, contamination. Damage here will be extremely expensive. Plus the ACTIVE FRONT SPLITTER in a full ground-effect concept: actuation, floor, diffuser tunnels, curb damage, calibration.

1,000 KG OF DOWNFORCE

Up to 1,000 kg in the most aggressive state — around five times the road setup. The consequence is doctrine: underbody and chassis damage on a W1 is NOT cosmetic. If floor, tunnels, diffuser or active splitter are geometrically off, the aerodynamics change: AERO_GEOMETRY = SAFETY/PERFORMANCE ITEM.

RUNNING GEAR, HEAT & SOFTWARE

BRAKES & TYRES

Carbon-ceramic 390 mm all round, 6-piston front / 4-piston rear — no wear data exists yet: disc condition, pads, thermal markings, track use, cooling ducts. TYRES are the harder point: at 1,275 PS RWD under 1,000 kg of aero, the exact McLaren specification, DOT, heat cycles, inner shoulders, repairs and flat spots are read strictly — a wrong tyre set on a W1 is a genuine safety problem, not a preference.

HEAT & SOFTWARE

The W1 must cool MHP-8, turbos, charge air, battery, e-motor, inverter and DCT simultaneously — McLaren tested the whole package under arctic cold with all systems loaded together. PPI doctrine: always a FULL HEAT SOAK, never a 10-minute drive. And the software layer is recorded cleanly from day one — hybrid, e-diff, DCT, traction, Race Mode, active aero, chassis are one integration: SOFTWARE_BASELINE, ALL_MODULE_VERSIONS, FACTORY_CAMPAIGNS. In five years this record will be very valuable.

FACTORY ACTIONS & MARKET

THE RECORD

As of September 2026 the register finds NO publicly documented W1-specific NHTSA safety recall — logically: the first customer cars are only now entering circulation. Current McLaren recalls concern other models — the 2025 brake-line campaign covers 600LT, 720S Spider, Artura, GT and GTS, not the W1. Recorded per the formulation discipline: NHTSA_W1_RECALLS = NONE IDENTIFIED AS OF 2026-09 — and VIN_CAMPAIGN_CHECK = MANDATORY, always. This is one of the files scheduled for EARLY UPDATE as fleet kilometres, bulletins or campaigns appear.

STATUS

Halo protocol: no market bands, no depreciation curve — far too early. What the register carries instead: BASE MSRP, MSO options, total invoice, build number of the 399, delivery date, first owner, spec rarity. Risk matrix today: Aerocell/accident CRITICAL — HV system, active aero, RACC III, e-diff, tyres, software HIGH as baselines — MHP-8 and DCT honestly UNKNOWN, currently low evidence. Nothing is led as a known problem: the fleet is too young, and the file says so.

1,275

PS system output — with under 2 km of EV range: a hybrid built as a weapon, not a range feature

399

Cars, all allocated before first deliveries: a baseline file on a brand-new fleet — nothing invented

300

mm of active long-tail extension in Race Mode: the single most striking PPI point on the car

Sources: McLaren factory data (MHP-8 ground-up 4.0 V8, 1,275 PS/1,340 Nm system, 2.7 s/5.8 s/350 km/h, from 1,399 kg dry, <2 km EV, 8-speed DCT with e-reverse and e-diff, Aerocell with integrated seats and direct front-suspension mounting, RACC III, active long tail ≈300 mm, up to 1,000 kg downforce, 390 mm CCB, arctic systems testing); 399 cars all allocated, ≈USD 2.1M, 2026 deliveries per McLaren/press; no W1-specific NHTSA recall found as of September 2026 (2025 brake-line recall covers other models) — formulation per register discipline; baselines and risk matrix per the dossier.