

Part 573 Safety Recall Report

24V-901

Manufacturer Name : McLaren Automotive Incorporated**Submission Date :** JAN 16, 2025**NHTSA Recall No. :** 24V-901**Manufacturer Recall No. :** 2024/002**Manufacturer Information :**

Manufacturer Name : McLaren Automotive Incorporated

Address : 1405 S. Beltline Road, Suite 100

Coppell TX 75019

Company phone : 855-202-8815

Population :

Number of potentially involved : 163

Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2021-2021 McLaren 765LT

Vehicle Type : LOW VOLUME VEHICLES

Body Style : 2-DOOR

Power Train : GAS

Descriptive Information : Note: the polycarbonate panel design is only on the McLaren 765LT coupe, and is not present on other McLaren models.

Note, the recall action only affects the Coupe version of the McLaren 765LT. The Spider (convertible) variant of the McLaren 765LT does not have the polycarbonate panel.

The recall population excludes those McLaren 765LT coupe vehicles that have a factory fitted roof scoop. For those vehicles fitted with a factory fitted roof scoop, the polycarbonate panel is secured in a different way and the installation of the roof scoop creates an additional connection to the vehicle.

All McLaren 765LT coupe that did not have a roof scoop fitted at the factory are within the scope of this action.

Production Dates : AUG 03, 2020 - MAY 19, 2021

VIN Range 1 : Begin : SBM14RCAXMW005573 End : SBM14RCAXMW765745 Not sequential**Description of Defect :**

Description of the Defect : The rear cabin window is made from a polycarbonate panel that is attached to a support frame using adhesive. The polycarbonate panel may de-bond, and, in certain circumstances, may detach from the support frame.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : In the event of a full detachment, the polycarbonate panel could create a hazard for other road users, increasing the risk of a crash.

Description of the Cause : The debonding of the polycarbonate panel from the support frame is due to an adhesion failure to either the carbon surface of the support frame or polycarbonate surface of the panel. McLaren has determined the most probable cause to be the polycarbonate panel being subjected to aero loading forces higher than the design tolerances in circumstances where the vehicle is driven at high speed with the windows open. This is most likely to occur in non-road settings - for example, where the vehicle is driven dynamically on a track. In addition, McLaren cannot rule out, as a possible contributory factor, potential non-compliance to the specified bonding process during the production of the polycarbonate panels which would increase the risk of de-bonding.

Identification of Any Warning that can Occur : It is possible that a partially de-bonded polycarbonate panel could create a rattling noise inside the cabin which could be audible to the occupant.

Involved Components :

Component Name 1 : Polycarbonate tailgate

Component Description : The component is a polycarbonate window which is located at the rear of the cabin. The panel is bonded onto a carbon frame.

Component Part Number : 14AB620RP, 14AA908RP, 14AA907RP

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

Chronology :

McLaren received a number of warranty claims from its retailers relating to de-bonding on the polycarbonate panel from the support frame. In most cases, this was a partial de-bonding that caused an audible rattle. However, McLaren was made aware that, in some instances, the polycarbonate panel fully detached from the frame. To date, McLaren has received, on a worldwide basis, 38 claims relating to some form of debonding of the panel between August 2021 and October 2024.

McLaren commenced an investigation, and attempted, through an extensive programme of testing, to simulate a detachment of the polycarbonate panel, but was unable to do so.

The investigating team later received anecdotal evidence that certain race tracks require vehicles to drive with windows open as a safety measure. McLaren's investigation therefore moved to whether there was a correlation to the detachments and track use. This led McLaren to conclude a safety defect may exist and decided to launch a safety recall.

McLaren is not aware of any accidents or injuries caused by this issue.

Description of Remedy :

Description of Remedy Program : McLaren will install bespoke fastenings into each corner of the polycarbonate panel as a form of mechanical retention.

McLaren, in its owner letter, will advise drivers awaiting the remedy to refrain from: (i) driving the vehicle above 96 mph with windows open; and (ii) driving on racetracks.

On request, for those customers who wish to use their vehicle on a racetrack before the remedy is available, McLaren will apply an additional adhesive to the perimeter edge of the support frame to reinforce the polycarbonate panel. This is a temporary measure and not a substitute to the bolted remedy.

The remedy will be carried out at no charge to the customer.

How Remedy Component Differs from Recalled Component : The original design used adhesive to attach the polycarbonate panel to the support frame. The remedy will install fastenings into each corner of the polycarbonate panel so that the polycarbonate panel is secured by the adhesive and the fastenings.

Identify How/When Recall Condition was Corrected in Production : This vehicle is no longer in production.

Recall Schedule :

Description of Recall Schedule : McLaren will notify dealers and customers about the recall. When the remedy is available, McLaren will invite customers to bring their vehicles into the dealership.

Planned Dealer Notification Date : DEC 02, 2024 - DEC 02, 2024

Planned Owner Notification Date : DEC 06, 2024 - DEC 06, 2024

* NR - Not Reported