

Part 573 Safety Recall Report

25V-216

Manufacturer Name : McLaren Automotive Incorporated

Submission Date : APR 08, 2025

NHTSA Recall No. : 25V-216

Manufacturer Recall No. : NR



Manufacturer Information :

Population :

Manufacturer Name : McLaren Automotive Incorporated

Address : 1405 S. Beltline Road, Suite 100

Coppell TX 75019

Company phone : 855-202-8815

Number of potentially involved : 29

Estimated percentage with defect : NR

Vehicle Information :

Vehicle 1 : 2020-2025 McLaren Various - McLaren 600LT, McLaren 720S, McLaren Artura, McLaren GT, McLaren GTS

Vehicle Type : LOW VOLUME VEHICLES

Body Style : 2-DOOR

Power Train : GAS

Descriptive Information : See chronology.

Production Dates : APR 17, 2019 - JUL 09, 2024

VIN Range 1 : Begin : SBM13SAA5LW007906 **End :** SBM22GCA7NW001853 Not sequential

Description of Defect :

Description of the Defect : The anti-lock braking system (ABS) and electronic stability programme (ESP) may not function correctly due to the brake pipes being connected incorrectly into the control module, meaning the rear right and rear left brake pipes are braking the opposite wheel.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : When a user is driving the vehicle at the limit or close to the limit of available traction, resulting in the ABS/ESP system intervening to maintain vehicle trajectory, the opposite reaction will occur on the rear axle, resulting in a locking condition of one of the wheels, which could cause the driver to lose control of the vehicle.

Description of the Cause : It is possible that the brake pipes are routed incorrectly into the control module, meaning the rear right and rear left brake pipes are braking the opposite wheel.

Identification of Any Warning that can Occur : N/A

Involved Components :

Component Name 1 : Brake pipes

Component Description : Brake pipes

Component Part Number : Various part numbers

Supplier Identification :

Component Manufacturer

Name : N/A

Address : NR

NR

Country : NR

Chronology :

In March 2025, McLaren was notified of an event at a racetrack where the driver of a McLaren vehicle lost control in a corner due to a wheel lock-up in an unusual way. The vehicle was undamaged in the incident and there were no injuries.

McLaren commenced its investigation in the same month (March 2025) and, upon examination, determined that the vehicle's brake pipes were routed incorrectly.

Having established the root cause, McLaren's investigation then sought to determine whether the incident was a one-off operator error during manufacture or potentially was a condition on other vehicles.

Within McLaren's production process, each vehicle is subject to a rolling road test as part of McLaren's control plan for ensuring quality. The rolling road test runs various procedures designed to detect potential non-compliances. This includes an ESP test that verifies the correct functionality of each brake on a vehicle. Accordingly, the ESP test would detect if the brake pipes have been correctly connected.

On the basis of the documented results of the rolling road test, McLaren is able to definitively rule out the defect on the vast majority of McLaren vehicles.

However, McLaren has found that 80 vehicles have failed the rolling road test in relation to the ESP test, but there was no recorded positive retest result in McLaren's records. The vehicle that suffered the incident in March 2025 referred to above is one of these 80 vehicles.

McLaren's working assumption is that the remaining 79 vehicles were rectified but without a recorded positive retest result.

In April 2025, whilst McLaren's investigation has not revealed any information to suggest that this is more than a one-off incident, out of an abundance of caution, McLaren has decided to launch a voluntary recall to inspect the potentially affected vehicles to confirm the brake pipes have been correctly connected.

Description of Remedy :

Description of Remedy Program : McLaren will inspect each vehicle to determine if the pipes have been correctly routed and correct the connections if necessary.

How Remedy Component Differs from Recalled Component : N/A

Identify How/When Recall Condition was Corrected in Production : The recall condition was corrected in production in March 2025, when a process change was enacted.

Recall Schedule :

Description of Recall Schedule : McLaren will brief dealers and issue letters to owners.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported