

Document Information

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Vehicles affected: P15: Senna

Location: Powertrain System – Cooling System

Concern: Coolant tank cap not locking in position

Condition: Permanent

Diagnostic Trouble Codes

N/A

Measure

McLaren Automotive have identified that the coolant tank cap may not be fitted correctly to the coolant tank, or that the cap itself could be damaged. As a result, the cap could potentially be loose.

Please follow the steps below during the next service visit, pre/post track check, PDI check:

1. Visually inspect coolant cap to see if the locking tab is in the locked position.
 - If the cap is in the correct position, remove and refit to ensure it locks with no issue. If OK, no further action is required.
2. If the cap is not in the correct position, remove and inspect for damage to the thread or locking mechanism.
 - If there is no/or little damage, attempt to refit the cap, but do not apply excessive force to achieve the locking position.

- If the cap cannot be refitted by hand, remove the cap and apply lubrication to the locking mechanism and the inside edge (and the threads of the cap if required) to achieve the correct position.
3. If the cap is damaged /excessively worn, proceed and replace the cap.

Parts Information

12L0035CP CAP - HEADER TANK

McLaren recommend P80 Emulsion Temporary Rubber Assembly Lubricant to aid assembly of the coolant tank cap. This consumable is not available to order via Unipart.

<https://www.ipcol.com/assembly-lubricants/p80-emulsion>

Warranty Information

Resolution Code to use for the Warranty Claim is found below, the total time that can be claimed for the above repair is 0.5 hour. For any additional time, ensure the breakdown of the time and explanation is recorded in the Work Package.

Location: EE - PWT Systems

Function Group: BS - Cooling System

Sub Group: 03 - Header Tank

Part: 03 - Expansion Tank

Fault Group: A1 - Mechanical

Fault Code: 2C - Leaking

Cause: 2J - Improper Fitting

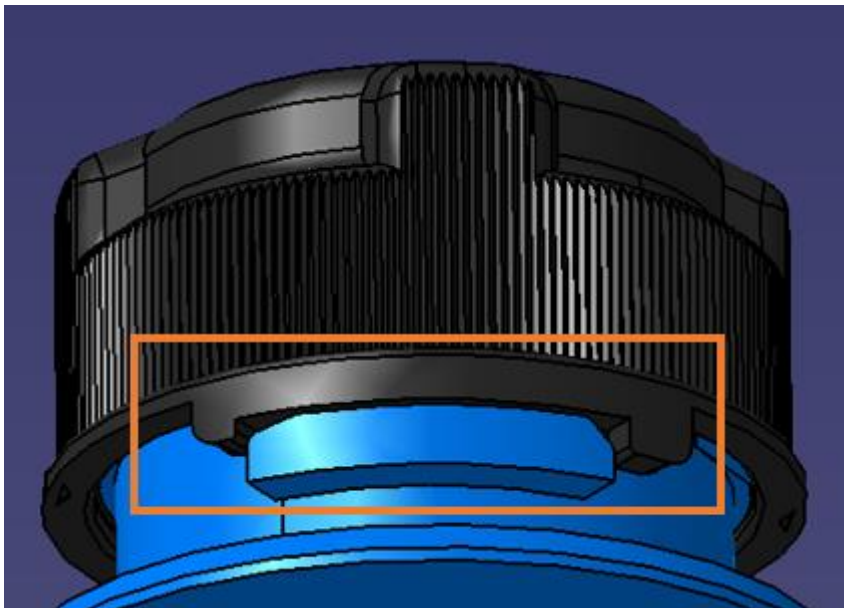
Rectification: 04 - Adjust

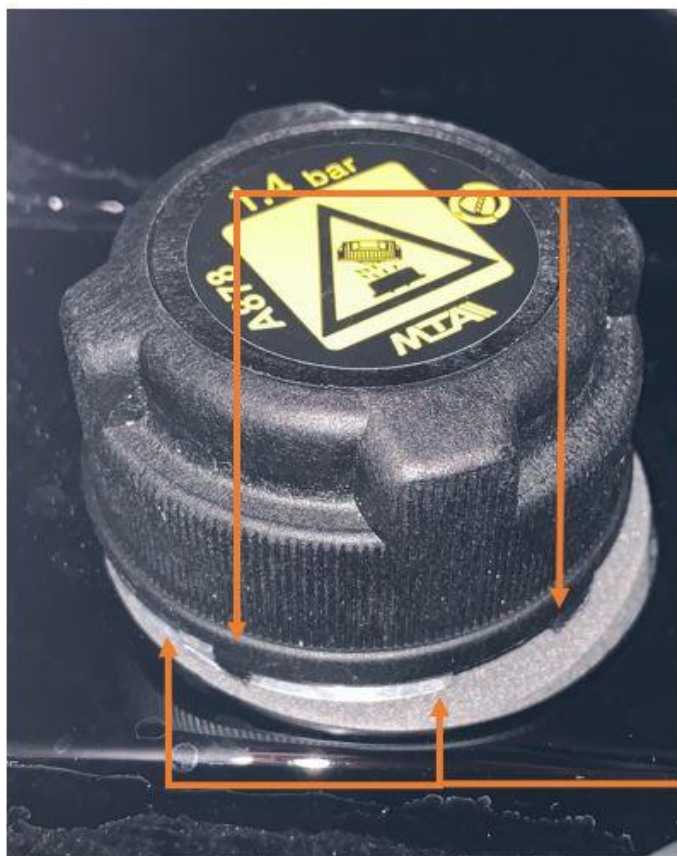
Attachments



P80 applied to the locking mechanism area and inside edge.

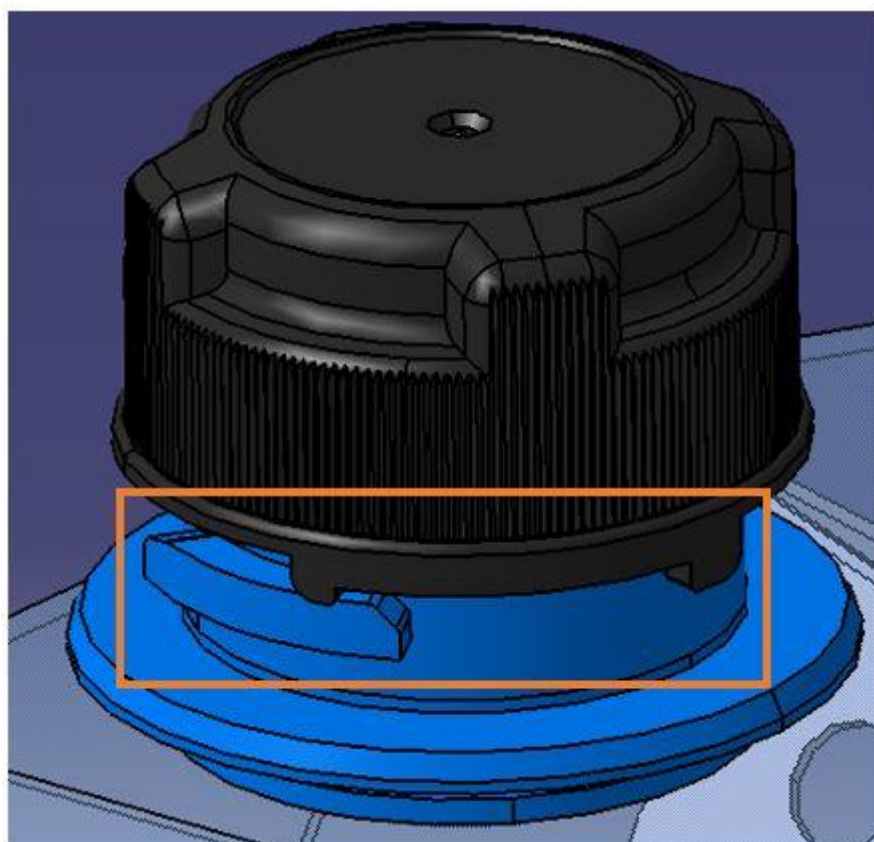
Apply extra P80 around the threads if required.

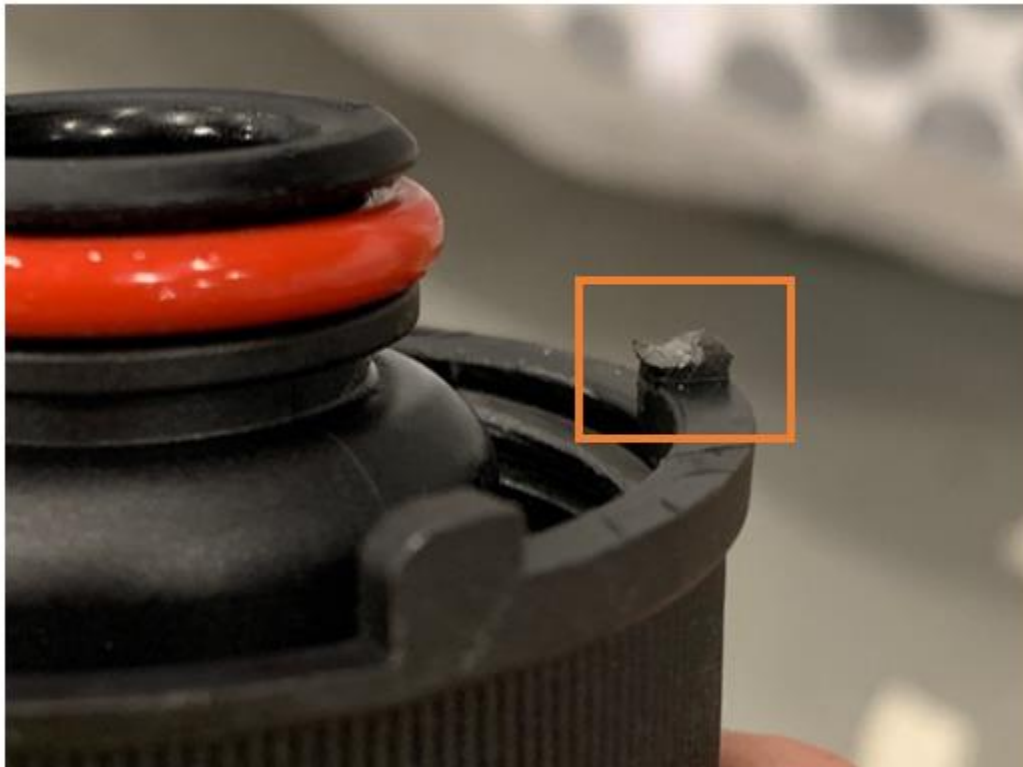




Coolant cap locking teeth – incorrect position to the header tank metal locking mechanism.

Header tank metal locking mechanism – the locking teeth on the cap have not fully engaged across the mechanism.





MTI Updates Information

N/A

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