

765LT Polycarbonate FAQ's

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Document Information

Location: Body Panels & Closures

Topic: 765LT Polycarbonate Tailgate Fastener Installation – Recall 14 A 005 & Campaign 14 A 006

Condition: FAQs and Further Guidance

Diagnostic Trouble Codes: N/A

Measure

In relation to McLaren 765LT Recall 14 A 005 and Campaign 15 A 005 for Polycarbonate Tailgate Fastener Installation, the following Frequently Asked Questions (FAQs) and interim updated information for the repair instructions have been published to assist technicians:

FAQs

Debonding discovered prior to rework

If debonding between the carbon frame and polycarbonate panel is found prior to the rework, a TR must be raised for further guidance.

Bolt(s) turn/spin by hand after rework

If the bolt and nut turn together by hand, this is OK as long as:

- i. The head of the bolt is flush/sealing on the polycarbonate panel
- ii. The bolt doesn't rattle

Bolts rattle/loose after rework

NOK – The shim stack is too large. Re-check and adjust the shimming according to the Recall/Campaign instructions.

If no shims are installed and the bolt still rattles/ is loose, raise a TR.

Shim limits

Follow the shimming process detailed within the Recall and Campaign instructions.

The main aim of the shimming process is to achieve good contact point and sealing between the bolt head and the polycarbonate panel, without excessive compression which would result in visual deformation of the panel. Refer to the visual deformation section below for further detail.

Visual deformation of polycarbonate tailgate panel after rework

The image below shows an example of NOK and OK conditions.



NOK



OK

The aim of the shimming process is to:

- Create a compression limiter whilst making sure the bolt heads sufficiently contact the polycarbonate panel, forming a seal with the integral washer
- Make sure that the polycarbonate panel is not over-compressed or over-constrained by the bolts

Cracks in polycarbonate (e.g. around bolts heads) after rework

Raise a TR.

Top Bolts – Head of bolt(s) not sitting flush with polycarbonate panel after rework

Enlarge the holes for the upper fixings(s) to 11mm and re-install the bolts. If the problem still exists after this, raise a TR.

Care Point: It is important that fitment of the upper two bolts achieves a perfect seal with the polycarbonate panel to prevent water ingress into the interior of the vehicle.

Interim update information for repair instructions**Dry Install Check of Bolts**

Before the final install of the bolts, a dry install (without Loctite) must be completed, to confirm the shim stack is correct. This is to confirm that the bolts do not rattle and to check the polycarbonate panel for visual deformation prior to final installation.

Please note, for dry install Loctite must not be used. If applied the bolts will require replacement upon completion of the campaign.

Shimming of Lower Bolts

The shimming procedure used for the top bolts should also be used for the lower bolts.

Parts Information

Refer to Campaign / Recall

Attachments

N/A