



LOW OIL PRESSURE ISSUE IN CHRYSLER AND GM VEHICLES

ISSUE OVERVIEW:

Certain Chrysler and GM vehicles may experience low or no oil pressure warnings. These issues can arise either immediately after an oil change or after several thousand miles of driving. In many cases, the oil filter is blamed for the low oil pressure, but testing has shown that the filter itself is not the cause. The issue is often related to priming difficulties in the oiling system or excessive contamination within the engine.

IMMEDIATE LOW OIL PRESSURE AFTER OIL CHANGE:

- If low oil pressure occurs right after an oil change, this is likely due to a priming issue within the oiling system.
- Testing has been conducted comparing NAPA oil filters to Chrysler and GM OEM oil filters, showing identical flow restriction results.
- In some cases, the engine may not be allowed to run long enough to properly prime the oiling system.
- If the suspect filter is removed and replaced with a new filter, the system will be closer to being primed since the engine has run for some time. Consequently, the oil pressure warning may clear more quickly.
- A similar result may occur if the original filter is reinstalled after running the engine for a short period.

LOW OIL PRESSURE AFTER SEVERAL THOUSAND MILES:

- Certain Chrysler and GM engines have a history of oil filter clogging issues due to increased contamination in the oil.
- These engines feature cylinder deactivation systems, which can contribute to faster oil contamination.
- Higher-efficiency filters effectively trap more contaminants, which may cause them to reach capacity sooner. This is not a flaw in the filter but an indication that the engine is generating more debris than the filter can accommodate within a standard oil change interval. Due to the enhanced media in the higher efficiency filter, the 7060 can capture small particles the OE filter allows to bypass and circulate through the engine.
- The issue is not with the filter itself but with the level of contamination present in the oil. If the filter clogs sooner than expected, it is doing its job by preventing contaminants from circulating through the engine.
- Older engines experiencing filter clogging may also have weakened oil pumps, further contributing to low oil pressure warnings or alarms.

RECOMMENDATIONS:

- Ensure the engine is allowed to run long enough post-oil change to properly prime the oiling system.
- Monitor oil change intervals and consider more frequent changes if excessive contamination is suspected.
- If persistent low oil pressure issues occur, inspect the oil pump and overall engine condition to determine if additional maintenance is required. A deep clean of the engine's cylinders and internals to help maintain optimal performance could also provide positive results towards reducing carbon buildup that can accumulate over time.

For further assistance, please contact technical support.



NAPA GOLD 7060 / PROFORMER 27060 / OEM COMPARISON TESTING

SCOPE:

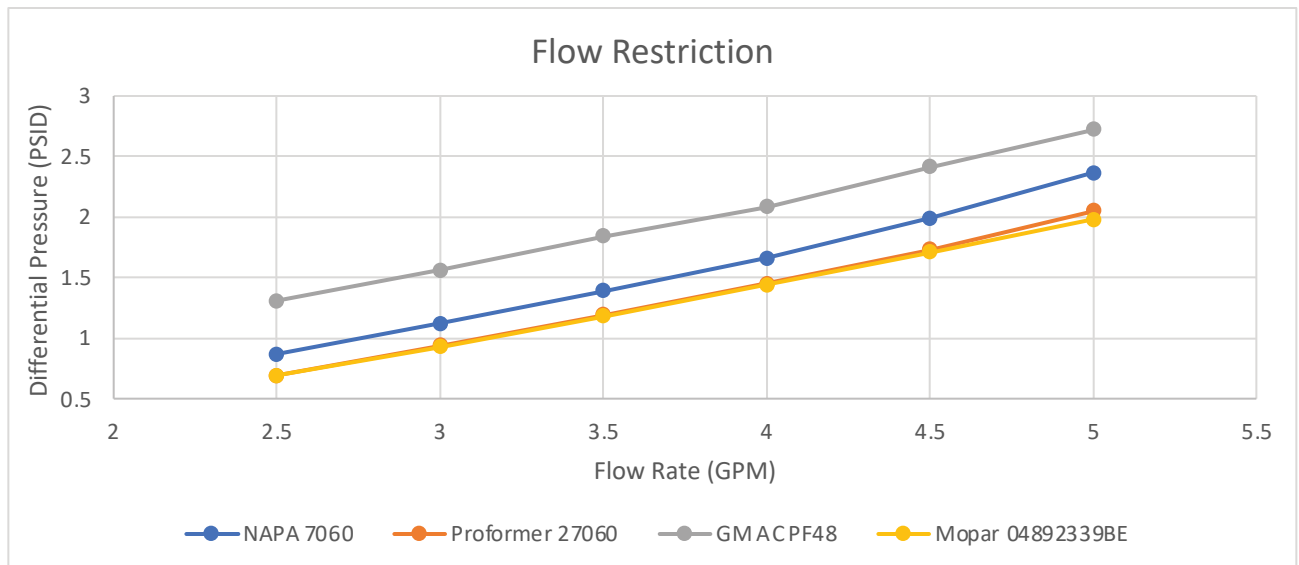
Complete comparison testing of oil filters:

- NAPA Gold 7060
- NAPA Proformer 27060
- OEM GM AC PF48
- OEM Mopar 04892339BE

PROCEDURE:

ISO 4548-12 Multi-pass particle retention ability/contaminate holding capacity testing and flow restriction completed by Bonavista Test Lab.

RESULTS:



MULTI-PASS DATA:

FILTER	EFFICIENCY @ 20 MICRONS
NAPA 7060	99.26%
PROFORMER 27060	96.90%
GM AC PF48	84.95%
MOPAR 04892339BE	82.31%