

## CHEVROLET COLORADO and GMC CANYON The Challenge of an Oil Filter Replacement

Changing the oil filter on a 2017-2018 Chevrolet Colorado or GMC Canyon with a 3.6L engine can be a challenging event, often leading to engine failure. These are not applications to hurriedly perform a lube service on. If extreme caution is not taken the customer may be without transportation for a few days until a new oil filter housing can be secured, or there is the possibility of an engine failure if the damage goes undetected. The housing has recently been on national backorder with GM. That should be a good indication of how many housings are being damaged when performing lube services.

The difficulty is preventing damage to the standpipe in the filter housing when removing and installing the oil filter. The filter cap has a web of hoses, wiring harness, plus an AC line directly overhead, making it difficult to remove

the filter without some careful maneuvering and flexing of the filter, standpipe and cap (see Fig.1). Some technicians recommend changing the filter from beneath the vehicle. Whichever method you use, take extreme caution to prevent damage to the standpipe.

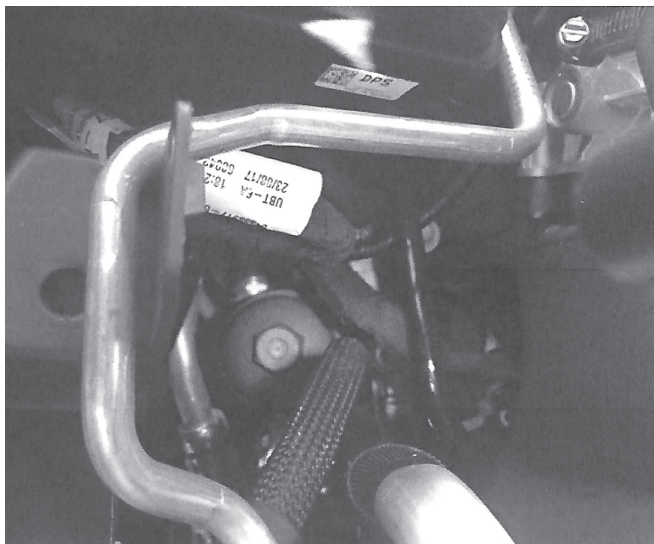


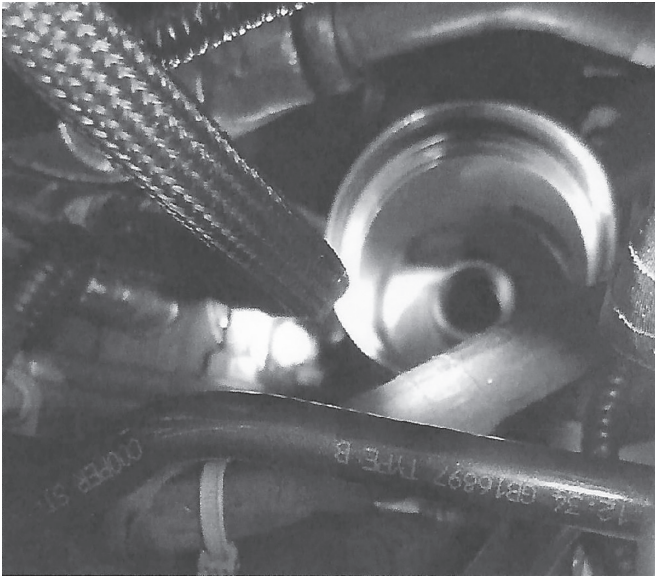
Fig. 1



Fig. 2

The standpipe has a two part function. It contains a filter bypass assembly to ensure continued lubricant flow in the event of a filter restriction, and it prevents the filter from collapsing under pressure from the oil pump (see Fig. 2).

The industry has encountered engine claims due to the standpipe being dislodged or separated from the housing when performing a filter replacement (see Fig.3). Often, the damage goes unnoticed by the lube tech. Installing a replacement filter without the standpipe secured in the filter housing can result in a collapsed filter (see Fig.4), thereby restricting oil flow, resulting in a catastrophic engine failure.



**Fig. 3**



**Fig. 4**

We have encountered technicians inquiring about a new design filter for the 2017-2018 Chevrolet Colorado and GMC Canyon with the 3.6L engine. The filter design they describe contains a plunger in the top of the filter. Be advised this is not a new design filter. The filter they are observing is one that contains a standpipe that was separated from the filter housing when they removed the filter for replacement. The plunger they are describing

is a part of the bypass valve assembly. When the standpipe is dislodged, the installation of a new filter housing will be necessary, as the standpipe is not a replacement item. GM has a revised housing P/N 12682014 for the mentioned applications.

Be aware of these applications and take precautionary measures when replacing the oil filter. The customer's engine depends on it.

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