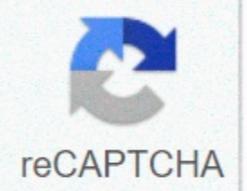


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Hummer h3 thermostat code

OBD2 code P0128 Lobster definition: This means that the engine PCM detected that the engine has not reached the required temperature level within a certain period of time from the engine start. The purpose of the P0128 Hummer code is to indicate a faulty thermostat. Similar codes: P0125 Hummer The engine was not set at a normal temperature, takes into account the operating time of the vehicle, the intake air temperature (IAT) sensor reading, the engine cooling air temperature (ECT) sensor reading and the vehicle speed. Obd code P0128 Hummer possible sumptomes You are unlikely to notice any time problems other than MIL lighting. Possible causes of the OBD code P0128 Hummer Code P0128 Lobster may indicate that one or more of the following have occurred: Low engine coolant level Leaking or stuck open thermostat Faulty cooling fan (running too much) Faulty coolant temperature (ECT) sensor Faulty intake air temperature (IAT) sensor Previous experience indicates that the most likely solution is to replace the thermostat. However, here are some suggestions for troubleshooting and repairing the P0128 Hummer OBD-II code: Check the coolant strength & level Check the proper cooling fan function (check if it is running more than it should). Replace if necessary. Check the proper operation of the engine cooling capacity (ECT), replace if necessary. Check the function of the appropriate intake air temperature (IAT) sensor, replace if necessary. If the above products are good, replace the thermostat If the Nissan vehicle, check the technical service bulletins as the ECM may need to be reprogrammed to repair the 2008 Hummer H3T Alpha,2008 Hummer HX Concept 2008 Hummer H3 Wagon Concept, 2008 Hummer H3 Alpha, 2008 Hummer H2,2007 Hummer H3 Open Top, 2007 Hummer H3X ,2007 Hummer H3R Off Road Concept,2007 Hummer H2 Safari Concept ,2006 Hummer H2 SUT Limited Edition,2006 Hummer H1 Alpha,2005 Hummer H3 Street,2005 Hummer H2 SUT,2004 Hummer H2 SUT Concept, 2004 Hummer H2H Hydrogen Concept, 2004 Hummer H2,2004 Hummer H1,2003 Hummer Humvee Military Vehicle, 2003 Hummer H3T Concept,2003 Hummer H2 GM with Accessories 2003 Hummer H2 SUV, 2003 Hummer H2 SUT Dirt Sport Concept , 2003 Hummer H1,2003 Hummer Bike,2002 Hummer H2 SUV Concept, 2002 Hummer H1 10th Anniversary Edition, 2002 Hummer H1,2001 Hummer H1 Alpha Concept P0128 is a relatively common OBDII problem code. It is triggered when the cooling capacity temperature of the Hummer H3 does not reach the correct operating temperature. It is a common transmission code, which means that regardless of who manufactured the vehicle, it has the same meaning (1996+). H3 P0128 Symptoms P0128 does not have many symptoms unless it gets colder. Here are the symptoms associated with this problem code: Lack of heat – The biggest symptom of hummer H3's P0128 problem code will be lack of heat. When the thermostat doesn't bring the engine all the way to the right This means that the water going through the core of the heater is not as hot. This leads to less/no heat. Maintenance engine soon– Other than the heater does not work as well, the only other symptom of the P0128 is typically that the service engine will soon spontaneously ignite. P0128 Reasons: Hummer H3 Fixing P0128 is usually a pretty easy thing to do because 90% of the time it is a thermostat that throws the code. Here are the most common causes of P0128: Thermostat Stuck Open– Far and away, the most typical reason for the P0128 code will be an open stuck thermostat. When the thermostat is stuck open, it allows the cooling can flow through the motor at all times. When this happens, the engine is over-cooled and never reaches the correct operating temperature. Replacing the thermostat (video). H3 Thermostat wiring – If the thermostat itself is not a problem, it is a wiring/sensor related to the detection of the water temperature of the engine or a cooling temperature sensor itself. Hummer H3 P0128 Diagnosis A good way to tell if it is a sensor problem or a thermostat problem, whether the engine is running at its correct operating temperature or not. This can be difficult to say in a car that doesn't have a temperature gauge. A good way to get at least a good idea of whether it is a thermostat or a sensor is to start the car cold and let it be idle for about ten minutes. If you feel little or no heat from the heater, it is a pretty good indication that the thermostat is a problem, rather than a wiring problem. The mechanic also usually checks under the hood where the radiator hose meets the thermostat housing. If the hose is easy to squeeze, water typically flows through it. If you are squeezing your hose, make sure you are aware of the belt accessories and fan. The fan can light up at any time. The conclusion P0128 does not pose a serious threat to the immediate time of H3. It should be noted that most modern fuel injected engines prefer to use above 200 degrees. Giving them too cool can problems after a long time. Good luck with H3! Year Engine identification system H2 6.0L 2003-07 VIN position 8 =U GM H2 6.2L 2008-09 VIN position 8 =8 GM H3 3.5L 2006-07 VIN position 8 =6 GM H3 3.7L 2007-2007-2 007 09 VIN position 8 =E GM H3 5.3L 2008-09 VIN position 8 =L GM H3T 3.7L 2009 VIN position 8 =E GM H3T 5.3L 2009 VIN position 8 =L GM I dragged the codes to H3 yesterday after the engine light went on. Our Advance car parts drew the codes and found the P0128 and described it as a thermostat below operating temperature. He said the possible causes could be a bad sensor or too rich anti-freeze mixture. I recently warmed up because of a crack in a plastic container. They also replaced the thermostat. I removed some of the old red liquid left in the overflow tank and replaced it with a new liquid. If the mixture is too rich, what's the best way to check? Thoughts. 2006 model H3. They also found the historical code of P0171 (not sure what that means). I read a message from 06 H3 talking about a similar problem along with his troubleshooting. When our car was purchased, it had a K&N series installed, and I wondered if it had an impact on the MAF sensor. Is there anything else I should check, or do I have to worry about it? Thanks for your help! I don't think the mixture can be rich. The only problem I had to achieve that is that it really corrodes aluminum (I thought it was really weird, but the 100% cooling astile started to weaken the aluminum). The mixture most wants to lean and boil early. This code can also be set by an air intake temperature sensor. You say you have an K&N filter and it allows more dirt then in the oem filter. Both P0171 and P0128 can be set with inappropriate air intake problems. I will definitely start cleaning the air intake before I change anything. Also... Why did the bottle crack? Did you overheat the engine? Even if only a little, I would have renewed the cooling temperature sensor. It goes bad when overheated and needs to be replaced with a thermostat. I am by no means a mechanic, but I have read several times that there is an ideal mixture of antifreeth and water. Presumably, if you have too high a frost fluid, the liquid does not run heat as well as a properly mixed liquid. 2016 RAM 2500 Power Wagon 1995 Jeep ZJ V8 NR6E Originally published by ArtHummer I don't think the mixture can be rich. The only problem I had to achieve that is that it really corrodes aluminum (I thought it was really weird, but the 100% cooling astile started to weaken the aluminum). The mixture most wants to lean and boil early. This code can also be set by an air intake temperature sensor. You say you have an K&N filter and it allows more dirt then in the oem filter. Both P0171 and P0128 can be set with inappropriate air intake problems. I will definitely start cleaning the air intake before I change anything. Also... Why did the bottle crack? Did you overheat the engine? Even if only a little, I would have renewed the cooling temperature sensor. It goes bad when overheated and needs to be replaced with a thermostat. ArtHummer, I appreciate your input. To be clear, the plastic tank part of the radiator assembly was cracked, which got me r/r in the radiator. There's an overflow tank left. I live on a clay road and regularly use the K and N charging kit to service the filter. Is the temperature sensor available in the spare parts store or do I have to go to GM? Is it also an easy change for DIY? Thank you! Hey chascoll, once the code is set, it means that the thermostat is stuck open or has too low a temperature installed. When you start the vehicle and it is cold, the computer has a timer built into the program that shows how long the engine is running before it goes into a closed loop so that the computer can take it for emission reasons. if it requires: a long time ago, it launches the P0128. I'm going to make it difficult to get back to the factory, or if you already have one, it's faulty and needs to be replaced. we get a lot of these codes in winter because people change their thermostats for cooler summer drives. You can get a cooling sensor in some parts stores and it's easy to replace. It is located on the right side of the engine block near the firewall. You can check the cooling part with simple tools that you can get sore in any part. Better get is 50/50. and it rises to 70/30 colder temperatures. I live in the middle of the East Coast and always used a 50/50 mix. In addition, the K&N charging kit cleans the filter to increase airflow. But it is also oil-based and excess oil gets trapped in a set of suctions and collects dust. I'd clean the TB and MAF sensors first. Great writing in this post (intake) Sounds like you need to change your thermostat, I had the same error code. You will also need about 3 gallons of cooling pipe when it is emptied. Now, if you don't think you're handy, I wouldn't recommend doing it because you need to remove the driver-side wheel fender lining so you can change it, and that's not the easiest thing to do. Just a little more perspective, I felt like I belonged working in a car dealership after I had no problems and didn't break a single plastic holder when I installed mine. Visit Schwartzy.com more parts and information about the H3 Hummer. Originally posted on a hummech hello chascoll when this code is set it means that the thermostat is stuck open or has too low a temperature installed. When you start the vehicle and it is cold, the computer has a timer built into the program that shows how long the engine is running before it goes into a closed loop so that the computer can take it over for emission reasons. if it takes too long, it will trigger the P0128. I'm going to make it difficult to get back to the factory, or if you already have one, it's faulty and needs to be replaced. we get a lot of these codes in winter because people change their thermostats for cooler summer drives. Hummech - sounds great, but I have no idea what type of thermostat the radiator shop put in. How do I set up ordering a section in a section store? Is there also a message about how to change the part (I've never worked with GM before). I'm going to test the mix before I mess up the thermostat. We are ready to head to NY for a holiday and I want to make sure our lobster is ready for the weather. I also appreciate the MAF and TB connection; I came across it when I read other messages. This is a great forum! I can hear you... I'm not a mechanic by profession, but I enjoy the challenge and satisfaction that unites with it. I found this how with GM... Originally published by ArtHummer It goes bad when overheated and you have to make up for it That's not true! It may get bad, but you don't have to change it if the engine overheats. It depends on the cause of overheating. I don't know anything about Hummers, but I'm talking malamute. I had the same code changed thermostat (stuck open) no more code. Same code here, installed a new thermostat, code drain. However, my thermostat wasn't stuck open.... Mike 2006 H3 Adventure Adventure