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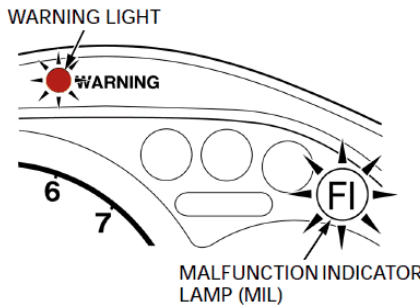


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Honda Aquatrax Fault Code List

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Tags: [tp sensor](#), [tcp sensor](#), [mst switch](#), [map sensor](#), [iat sensor](#), [iac valve](#), [ect sensor](#), [ecm](#)



Reading Honda Aquatrax Fault Codes

If you own a Honda Aquatrax PWC, chances are that you seen an FI(fault indicator/check engine) light appear on your dashboard. Due to the complexity of modern Jet Skis, that fault code could mean several things. A warning or error light might not have to tell you when a rod goes blasting through the side of your engine block, but they are certainly handy for troubleshooting the electrical system errors that are common in sea going personal watercraft.

For instance; Code 25 is infamous in the Honda Aquatrax. The actual code tells you that the knock sensor is faulty, however, that is not always the case and may require further troubleshooting to reveal the root problem. If you want to learn more on troubleshooting Code 25 read our [Code 25 Article](#).

For those who want to learn how to read and understand the fault codes, please read on. The full Aquatrax Error Code List is below this tutorial.

Honda came out with a great tutorial on how to check your ECM/PGM-FI for fault codes. It's got pictures and requires some tools, but the problem is..."It Doesn't Work"! That's right. It doesn't retrieve the correct fault code.. When you follow the instruction manual you will find yourself looking through old codes that are irrelevant to your current problem.

We have found that the absolute best way to pull fault codes from a Honda Aquatrax is while the jet ski is in the water, shortly after the fault occurs. Say for instance, you are out riding, and your Honda pwc goes into ALARM. Bells and whistles are going off and you have no idea whether to jump off and swim or hold on and pray. Just hold on. It's going to be alright. At this point we want you to navigate to a **safe location**. Don't work on your jet ski in the middle of a channel. Seriously, we have to tell people that or they would commit suicide.

You've relocated your ski to a safe spot now? Great. If you turned off your ski, you will need to fire it up again and wait for the alarm that made you want to be shark bait, happen all over again.

Alarm*** goes off !

Now your jet ski goes into FI fault. This is like the check engine light on your car, nothing more.

This next part might take two hands.

With the jet ski in FI fault and "RUNNING", press and hold **mode** and **set** for 10 seconds, until the alarm silences.

Release... the **Mode** and **Set** buttons and Repeat holding **mode** and **set** for 10 seconds longer.

The FI light will blink a series of long and short flashes. Count the long and the short flashes separately.

The long flash is equivalent of 10 counts per flash and the short is equivalent 1 count per flash.

For instance; 2 long flashes and 5 short flashes equal code 25 Again; 4 long flashes and 4 short equals code 44.

Now that you have your fault code for the Honda Aquatrax you can check it against our handy dandy Aquatrax PGM-FI Diagnosis Malfunction Indicator Lamp(MIL) Failure codes. Also know as The Aquatrax Failure Code List.

Honda Aquatrax ECM/PGM-FI Fault Codes

Number Of PGM-FI Blinks	Causes of Fault	Symptoms
No Blinks	<ul style="list-style-type: none"> Loose or poor connection of the MAP sensor vacuum hose Faulty MAP sensor 	<ul style="list-style-type: none"> Engine operates normally
No Blinks	<ul style="list-style-type: none"> Open circuit at the power input and ground wires of the ECM Blown sub-fuse D (7.5 A) Faulty main relay Open circuit in the main relay related circuits Faulty engine stop switch Open circuit in the engine stop switch related circuits Faulty ECM Blown main fuse (30 A) 	<ul style="list-style-type: none"> Engine does not start
Continuous Blinking	<ul style="list-style-type: none"> Short circuit in the MIL wire Faulty ECM 	<ul style="list-style-type: none"> Engine operates normally
Stays lit	<ul style="list-style-type: none"> Short circuit in the service check connector wire 	<ul style="list-style-type: none"> Engine operates normally
One Blink	<ul style="list-style-type: none"> Loose or poorly connected MAP sensor connector Open or short circuit in the MAP sensor wire Faulty MAP sensor 	<ul style="list-style-type: none"> Engine operates normally
Two Blinks	<ul style="list-style-type: none"> Loose or poor connection of the MAP sensor vacuum hose Faulty MAP sensor 	<ul style="list-style-type: none"> Engine operates normally
Seven Blinks	<ul style="list-style-type: none"> Loose or poorly connected ECT sensor connector Open or short circuit in the ECT sensor wire Faulty ECT sensor 	<ul style="list-style-type: none"> Hard to start at low temperatures (ECM controls using preset value; Cooling water temperature: 90°C/194°F) Engine operates below 3,000 rpm
Eight Blinks	<ul style="list-style-type: none"> Loose or poorly connected TP sensor connector Open or short circuit in the TP sensor wire Faulty TP sensor 	<ul style="list-style-type: none"> Poor engine response when operating the throttle quickly (ECM controls using preset value; Throttle opening: 0°)
Nine Blinks	<ul style="list-style-type: none"> Loose or poorly connected IAT sensor connector Open or short circuit in the IAT sensor wire Faulty IAT sensor 	<ul style="list-style-type: none"> Engine operates below 3,000 rpm (ECM controls using preset value; Intake air temperature: 25°C/77°F)
Twelve Blinks	<ul style="list-style-type: none"> Loose or poorly connected No. 1 injector connector Open or short circuit in the No. 1 injector wire Faulty No. 1 injector 	<ul style="list-style-type: none"> Engine operates below 3,000 rpm
Thirteen Blinks	<ul style="list-style-type: none"> Loose or poorly connected No. 2 injector connector Open or short circuit in the No. 2 injector wire Faulty No. 2 injector 	<ul style="list-style-type: none"> Engine operates below 3,000 rpm
Fourteen	<ul style="list-style-type: none"> Loose or poorly connected No. 3 injector connector Open or short circuit in the No. 3 	<ul style="list-style-type: none"> Engine operates below 3,000 rpm

Blinks	injector wire • Faulty No. 3 injector	
Fifteen Blinks	• Loose or poorly connected No. 4 injector connector • Open or short circuit in the No. 4 injector wire • Faulty No. 4 injector	• Engine operates below 3,000 rpm
Eighteen Blinks	• Loose or poorly connected cam pulse generator connector • Open or short circuit in the cam pulse generator wire • Faulty cam pulse generator	• Engine does not start
Nineteen Blinks	• Loose or poorly connected ignition pulse generator connector • Open or short circuit in the ignition pulse generator wire • Faulty ignition pulse generator	• Engine does not start
Twenty Five Blinks	• Loose or poorly connected knock sensor connector • Open or short circuit in the knock sensor wire • Faulty knock senso	• Engine operates below 3,000 rpm
Twenty Nine Blinks	• Loose or poorly connected IAC valve connector • Open or short circuit in the IAC valve wire • Faulty IAC valve	• Engine stalls, hard to start, rough idling
Thirty Three Blinks	• Faulty E2-PROM in the ECM	• Engine operates normally • Does not hold the self-diagnostic data
Forty Two Blinks	• Loose or poorly connected TCP sensor connector • Open or short circuit in the TCP sensor wire • Faulty TCP sensor	• Engine operates below 3,000 rpm
Forty Three Blinks	• Loose or poor connection of the TCP sensor pressure hose • Faulty TCP sensor	• Engine operates below 3,000 rpm
Forty Four Blinks	• Loose or poorly connected engine oil temperature sensor connector • Open or short circuit in the engine oil temperature sensor wire • Faulty engine oil temperature sensor	• Hard to start at lowtemperatures (ECM controls using preset value; Engine oil temperature: 90°C/194°F) • Engine operates below 3,000 rpm
Forty Five Blinks	• Loose or poorly connected wastegate control solenoid valve connector • Open or short circuit in the wastegate control solenoid valve wire • Faulty wastegate control solenoid valve • Loose or poor connection of the wastegate control solenoid valve hose • Clogged wastegate actuator pressure hose • Faulty wastegate actuator • Faulty TCP sensor	• Engine operates below 3,000 rpm
Forty Six Blinks	• Faulty cooling system • Loose or poorly connected MST switch connector • Open or short circuit in the MST switch wire • Faulty MST switch	• Engine does not start
Forty Seven Blinks	• Faulty cooling system • Loose or poorly connected ECT sensor connector • Open or short circuit in the ECT sensor wire • Faulty ECT sensor	• Engine operates below 3,000 rpm when the coolant temperature is 85 - 95°C (185 - 203°F) • Engine does not start when the coolant temperature is above 95°C (203°F)
END	OF	FAULT CODES

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