SERVICE MANUAL

L218
L220
Tier 4B (final)
200 Series Skid Steer Loader

L218 PIN NEM476231 and above
L220 PIN NEM475087 and above

Part number 47711684
1st editon English
May 2014

NEW HOLLAND CONSTRUCTION

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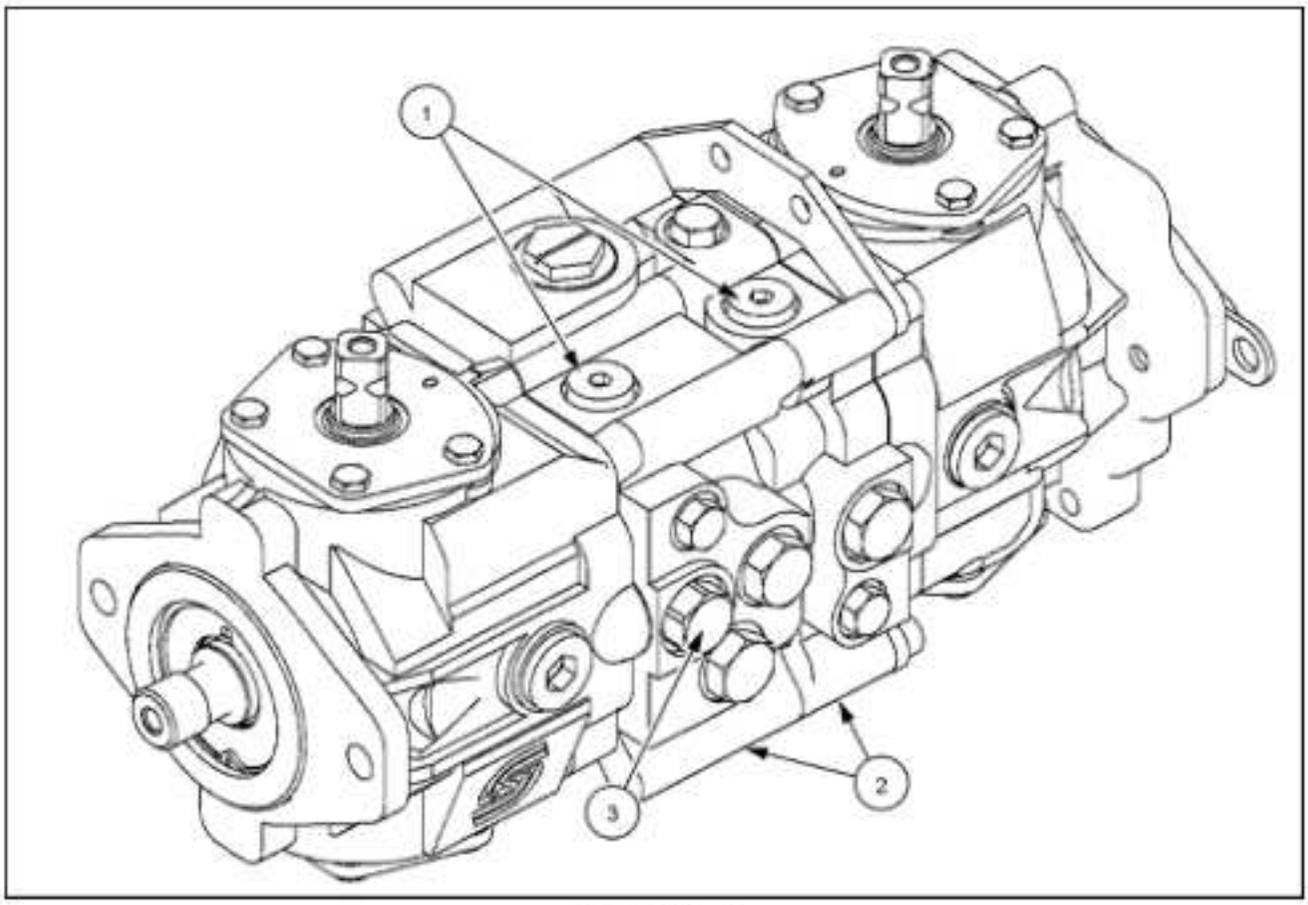
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Pump - General specification

L218	WE Mechanical hydraulic controls
L220	WE Mechanical hydraulic controls



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Hydrostatic pump

Manufacturer	Sauer-Danfoss
Type	Axial piston/swash plate
Pump displacement	**35 cm³ (2.1 in³)**
Charge pump displacement	**19.7 cm³ (1.2 in³)**
Charge pressure relief **(3)**	**24 - 26 bar (350 - 370 psi)**
Main relief **(1)**, **(2)** NOTE: **(2)** not shown	**345 - 362 bar (5000 - 5250 psi)**
Charge pump flow at **1800 RPM**	**27 l (7 US gal)** minimum
Port identification	**M3** - System pressure for port C
	E - Charge pressure
	M1 - System pressure for port A
	M4 - System pressure for port D
	L2 - Case outlet
	L1 - Case outlet
	M2 - System pressure for port B

Pump - General specification

L218	WE Electro hydraulic controls
L220	WE Electro hydraulic controls

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1911-UCM - Rail 12VH1: Left & Right Pump Reverse Input Power Off

L218 TIER 4 [NEM476231 -]	WE Electro hydraulic controls
L220 TIER 4 [NEM475087 -]	WE Electro hydraulic controls

Context:
UCM has sensed that a 12 V UCM input has failed low. Diagnostic Trouble Code 1911 has an error priority of red. Reverse Ground Drive is disabled while Diagnostic Trouble Code 1911 is active.

Cause:
UCM has sensed that a 12 V UCM input has failed low. The fault is active while the ignition is ON, crank pin is low, Diagnostic Code 1903 is not active, and UCM input voltage is less than **9 V**.

Possible failure modes:

1. Open wire in circuit.
2. Shorted wire in circuit.
3. Failure of the UCM.

Solution:

1. Verify that the fault code is active.

   Connect the Electronic Service Tool to the service tool connector.

   To check for fault code: Start and operate machine.

   A. The fault code is not recorded again. OK to return the machine to service.

   B. Fault code 1911 is recorded again. Go to step **2**.

   C. Fault code 1911 is recorded along with Swash Plate Sensor Faults such as 4734 and 4744. Check Fuse F-017 and the wiring to splice SP-152. Repair as required. Return to step **1** to confirm elimination of the fault.

   D. Fault code 1911 is recorded along with other diagnostic codes such as 1904, 1907 to 1910, 1912 to 1917 and/or Right or Left Swatch Plate Sensor fault codes. Test the fuses and relays. Repair as required. Return to step **1** to confirm elimination of the fault.

2. Verify the harness is not damaged.

   Turn the ignition switch OFF.

   Verify the connections to the UCM connector X-CN2A pin 2 and X-CN2A pin 3 are tight and secure.

   Verify the harness is free of damage, abrasion, corrosion and incorrect attachment.

   A. The wiring harness is not damaged and all connections are secure. Go to step **3**.

   B. The harness is damaged or the connectors are loose or damaged. Repair or replace the harness as required. Return to step **1** to confirm elimination of fault.

3. Test the UCM connection.

   Turn the ignition switch OFF.

   Fabricate a jumper wire that will connect from the positive battery post to UCM connector X-CN2A pin 2 and X-CN2A pin 3.

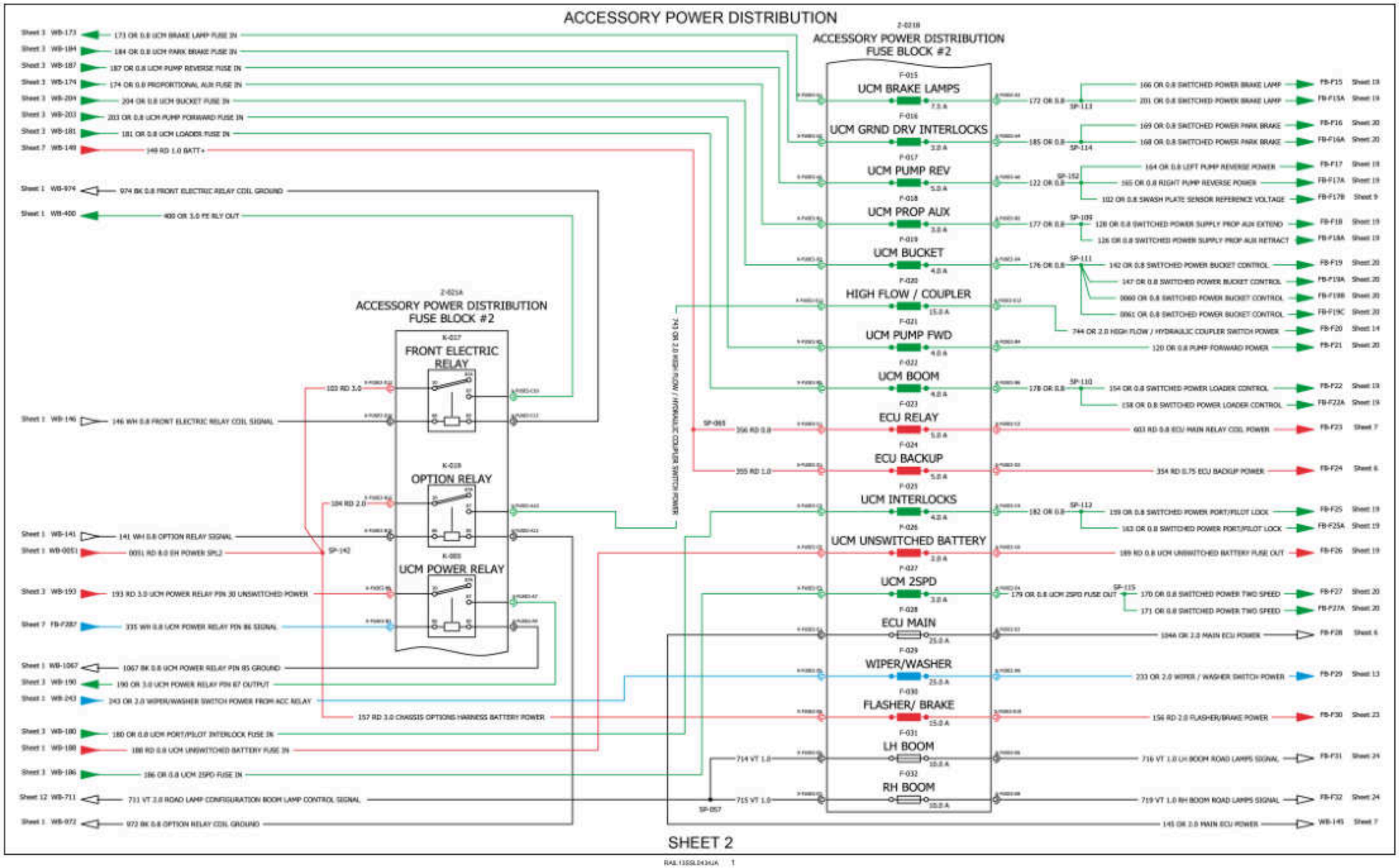
   Connect the jumper from the positive battery post to UCM connector X-CN2A pin 2 and X-CN2A pin 3.

   Turn the ignition switch ON. Go to the fault code screen and refresh the display. The fault code should no longer be displayed.

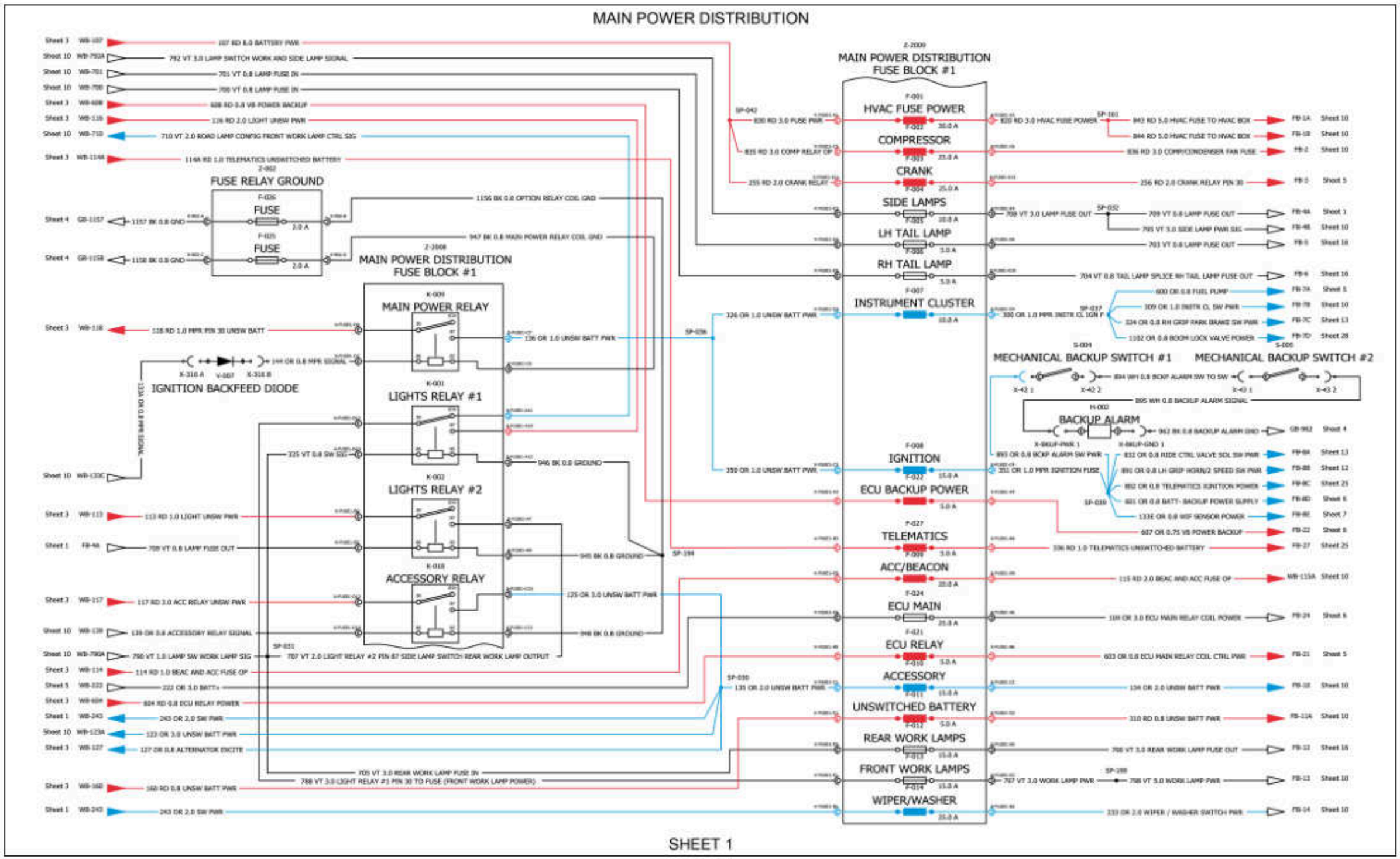
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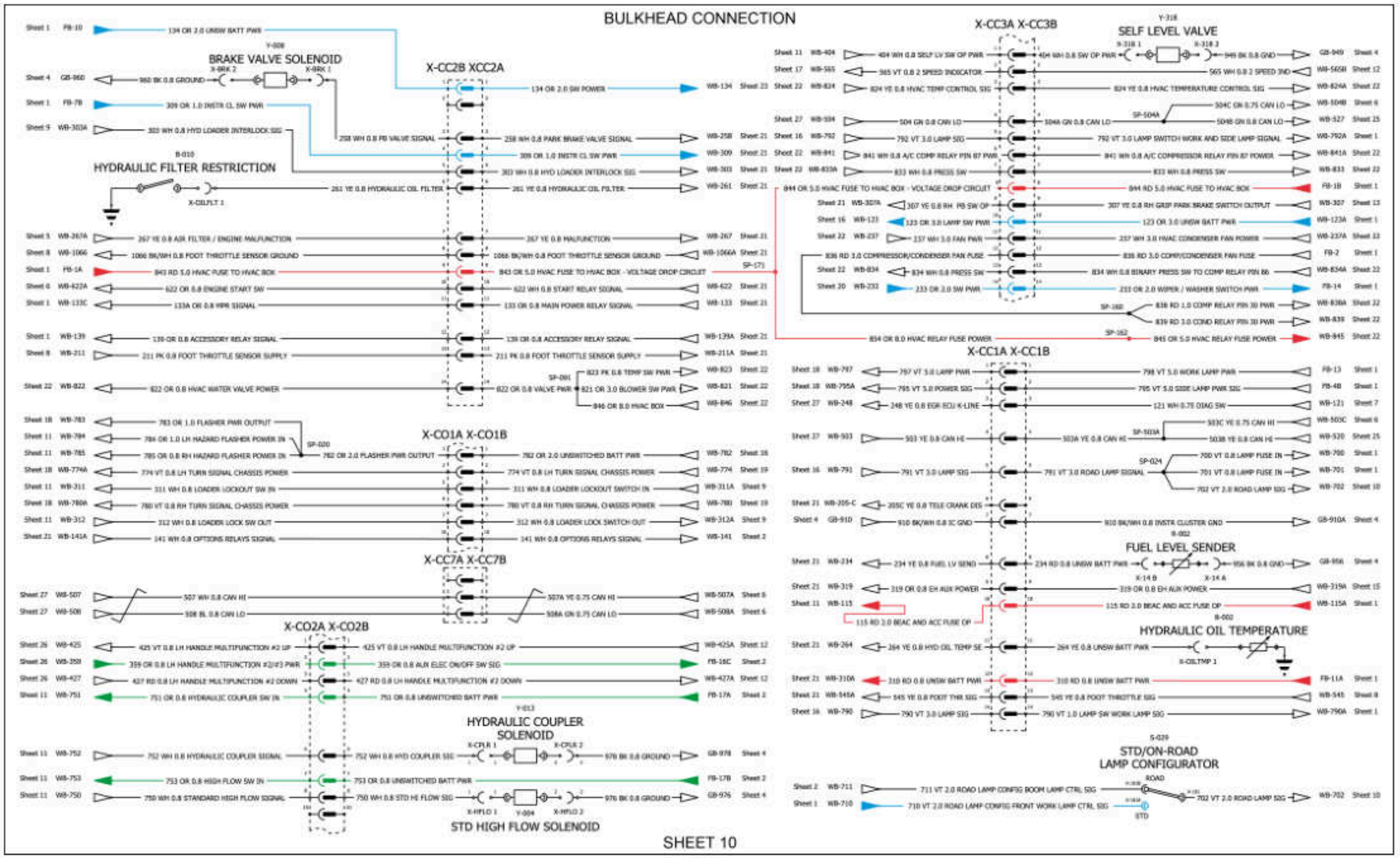
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