

General Information

Troubleshooting electrical connectors on the Sterling 360 can be confusing because the workshop manual has its own numbering system and does not use the numbers printed on the connectors to identify cavities. The manual provides a consistent reference for each connector. Numbers on connectors, if any, are unreliable and must be disregarded.

Any time the workshop manual tells you to perform a test on a particular terminal, it shows an illustration of the connector with the specific terminal identified. Sometimes it identifies the cavities from the terminal end of the connector, and sometimes from the wire insertion end. Arrows are included in the illustration to indicate the right way to view the connector.

Engine ECU Connectors

The problem is particularly noticeable on the two large (96-pin and 58-pin) connectors that attach to the engine electronic control unit (ECU). On these connectors, identify the cavities from the wire insertion end. See [Fig. 1](#).

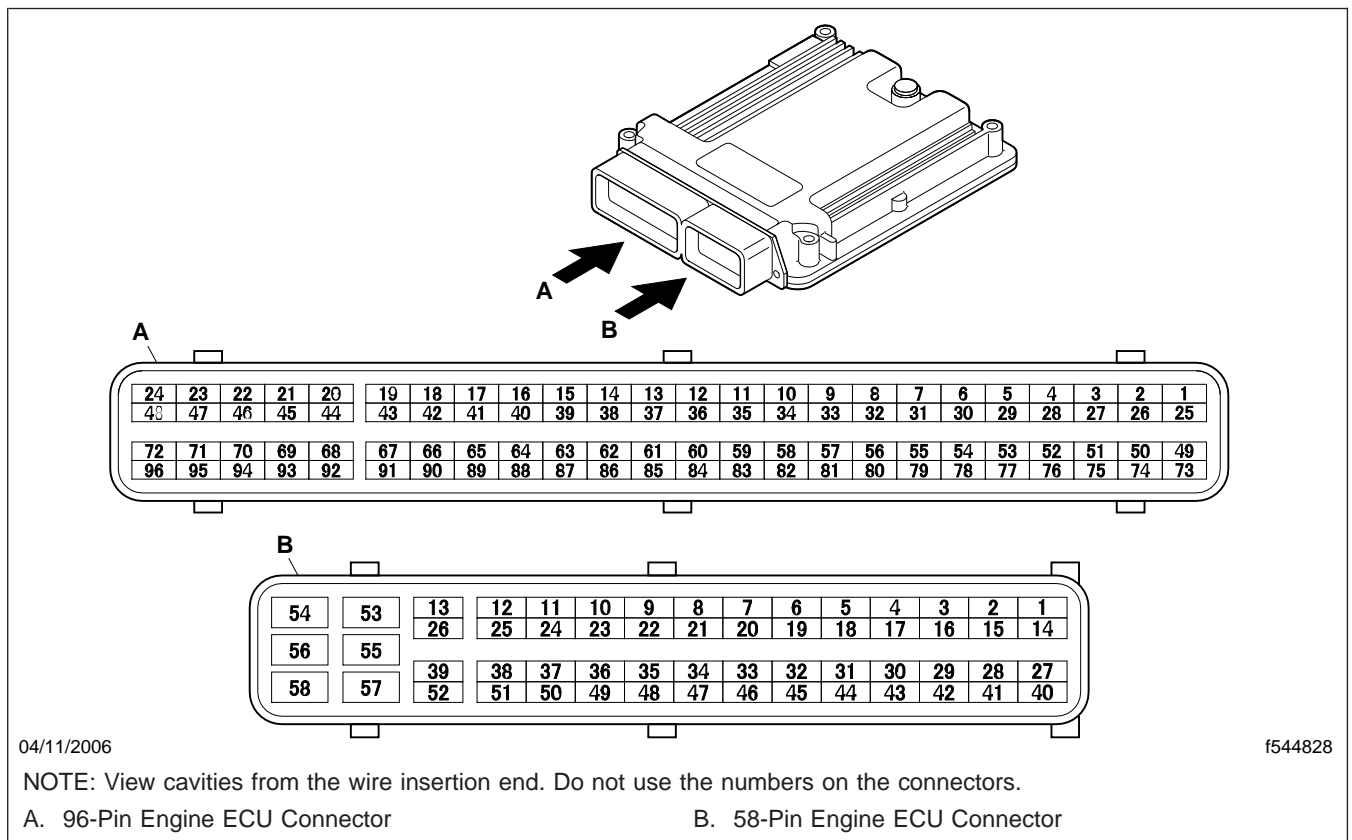


Fig. 1, Engine ECU Connectors

The 96-pin engine ECU connector has four horizontal rows with 24 cavities in each row. For purposes of numbering, the manual views the connector from the wire insertion end and numbers each row from right to left.

The 58-pin engine ECU connector has four horizontal rows with 13 cavities in each row, and six additional cavities at one end in three rows of two each. For purposes of numbering, the manual views the connector from the wire insertion end and numbers each row from right to left.

IMPORTANT: Do not use the numbers on the connectors to backprobe cavities. This will not produce meaningful results. Use only the numbers on the connector illustration in the workshop manual.

It is difficult to tell from the illustration which end of the connector is meant to be the top. The best solution is to go to the wiring schematic and check the wire color for the circuit being tested. If the wire color is right, you are checking the right cavity.

Color Coding of Wires

Besides the base color of the wire, most wires also have an identifying stripe, or tracer, to make identification more positive. See [Table 1](#) for a key to the abbreviations used for each color combination in the wiring diagrams.

Wire Color Coding								
Base Color	Base Color–Tracer							
B (Black)	—	BG (Black–Green)	BL (Black–Blue)	—	BR (Black–Red)	BW (Black–White)	BY (Black–Yellow)	
Br (Brown)	BrB (Brown–Black)	BrG (Brown–Green)	—	—	BrR (Brown–Red)	BrW (Brown–White)	BrY (Brown–Yellow)	
G (Green)	GB (Green–Black)	—	GL (Green–Blue)	GO (Green–Orange)	GR (Green–Red)	GW (Green–White)	GY (Green–Yellow)	
Gr Gy (Gray)	—	—	GrL (Gray–Blue)	—	GrR (Gray–Red)	—	—	
L (Blue)	LB (Blue–Black)	LG (Blue–Green)	—	LO (Blue–Orange)	LR (Blue–Red)	LW (Blue–White)	LY (Blue–Yellow)	
Lg (Light Green)	LgB (Light green–Black)	—	—	—	LgR (Light green–Red)	LgW (Light green–White)	LgY (Light green–Yellow)	
O (Orange)	OB (Orange–Black)	OG (Orange–Green)	OL (Orange–Blue)	—	—	—	—	
P (Pink)	PB (Pink–Black)	PG (Pink–Green)	PL (Pink–Blue)	—	—	PW (Pink–White)	—	
Pu (Purple)	No Tracers With This Wire Color							
R (Red)	RB (Red–Black)	RG (Red–Green)	RL (Red–Blue)	RO (Red–Orange)	—	RW (Red–White)	RY (Red–Yellow)	
Sb (Sky Blue)	No Tracers With This Wire Color							
V (Violet)	—	VG (Violet–Green)	—	—	VR (Violet–Red)	VW (Violet–White)	VY (Violet–Yellow)	
W (White)	WB (White–Black)	WG (White–Green)	WL (White–Blue)	WO (White–Orange)	WR (White–Red)	—	—	
Y (Yellow)	YB (Yellow–Black)	YG (Yellow–Green)	YL (Yellow–Blue)	YO (Yellow–Orange)	YR (Yellow–Red)	YW (Yellow–White)	—	
	YP (Yellow–Pink)	YV (Yellow–Violet)	—	—	—	—	—	

Table 1, Wire Color Coding

Warranty

This is an informational bulletin only. Warranty does not apply.