Wheels: An e-mail from Brian says, “Help! We have a 1993 Maxima with 219,000 miles. Two months ago it failed to start and I installed a new battery to no avail. It turns out that the starter was failing to engage but the jostling from the tow to the garage was enough to get it to work. Here’s where the new problems began. When he started the car, the mechanic asked how long the check engine light had been on and how long the car had been running rough. We told him the check engine light had never been on nor had the car ever run rough. He diagnosed a faulty fuel injector on the number 6 cylinder, replaced it and reset the computer. No problems for about 50 miles when the check engine light cam on and the car began running rough and the air conditioner failed to work! We took the car back to the shop and they re-set the engine control module because they said there were no error codes. Again the car ran for about 50 miles and then the same scenario. When I took the car back, the mechanic said that I probably had a defective ECM so I agreed to let them install a used ECM. The installed the new ECM, road tested it for 40 miles and said the car was running “flawlessly.” I picked the car up and before I put 10 miles on it, you guessed it, the check engine light cam on and the car began running roughly and the A/C won’t work. The mechanic is stifled. Can you offer any suggestions regarding the cause of this problem?”

Halderman: That is a tough one. I assume that the starter was replaced first, then the injector and then the ECM. These engines are tough, but they do have a pattern failure involving the fuel injectors. I suggest that you have an experienced technician test the fuel injectors. They can be tested using an ohmmeter and all of them should be within 0.3 ohm of each other. Usually when one injector fails, the others are close behind because all have been subjected to the same fuel and the same operating conditions. Because the air conditioning does stop at the same time as it is running rough, and all of this started when the starter was replaced, this leads me to think that the problem is most likely wiring related.