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By David Wayne | Lisa F. Young/iStock/Getty Images Windows automatically installs drivers when you're connected to the Internet, but if they don't work correctly or conflict with drivers from a disc, Windows provides several ways to remove them. Device Manager lists drivers for essential components, such as USB and networking cards, while the PC Settings menu contains driver settings for external devices, such as printers and scanners. If Windows loads a problematic driver at startup, you can prevent it from doing so by booting into safe mode, a Windows startup option that enables you to diagnose PC problems and roll back updates. Uninstall drivers for wired or wireless devices such as headsets, webcams, printers and fax machines by opening the PC Settings menu. Press "Windows-C" to open the Charms bar, click "Settings," then "Change PC Settings." Select "Devices" in the PC and Devices menu and click "Remove" next to a device's name; confirm that you want to uninstall the driver when prompted. You don't need to restart your computer; the device immediately becomes inaccessible. Remove drivers for essential components such as video cards, network adapters and USB controllers from the Device Manager. Press "Windows-X" to open the system menu, then click "Device Manager." Click the arrow next to a device to expand its list of drivers, then right-click a driver and select "Uninstall" in the resulting drop-down menu to remove the driver. After a few seconds, when the removal completes, restart your computer to ensure Windows isn't still using the driver. Roll back a driver to a previously working version by right-clicking the driver in Device Manager and selecting "Properties." Click the "Driver" tab and select "Roll Back Driver" if this option is available. If this button is grayed out, Windows doesn't have an earlier version of the driver and you can't roll it back. Alternatively, to see if a particular driver is causing a problem, click "Disable" to mute the driver without uninstalling it. To ensure the driver is muted, restart Windows. Open Device Manager, select System Devices, and right-click Intel Management Engine Interface. Then, select Properties, and check the Driver tab. The Driver Date and Driver Version will tell you which drivers you have installed. This article explains how to check motherboard drivers, what drivers a motherboard needs, whether they are necessary, and where to find them. Motherboard drivers are sometimes called system drivers or chipset drivers, but they're all the same. The specific file name for individual drivers will differ depending on the manufacturer, model they're designed for, and the version number of that particular driver. If you have an Intel-based laptop or desktop, you can find your motherboard driver version by following these steps: Search for Device Manager in Windows search and select the corresponding entry. Open System Devices, then right-click, or tap and hold on Intel Management Engine Interface and select Properties. Look in the Driver tab. The Driver Date and Driver Version will tell you which drivers you have installed. AMD-based PCs and laptops don't make it as easy to check your motherboard drivers. The easiest way is to try to update them by downloading the latest version from the manufacturer's website or using AMD's auto-detect and update tool. Alongside the base Windows drivers, all motherboards have specific motherboard drivers. These are based on the motherboard's chipset model, such as X470 and B550 for AMD PCs or B460 and Z590 for Intel PCs. Your motherboard manufacturer will also have individual drivers for specific motherboard models due to differences in performance, components, and features. The proper motherboard drivers for you are the ones that were specifically designed for your motherboard. The best drivers for most motherboards are also the latest ones, so if you think you haven't updated your drivers in a while, it might be a good idea to update to the latest ones. It can sometimes improve performance and stability or even add features or support for previously unavailable components. They aren't as necessary as they once were before Windows came pre-installed with most of the bare-bones drivers to get a motherboard and its connected components up and running. However, installing the latest motherboard drivers can improve performance and system stability and ensure you have access to all the latest features and component support. Motherboard drivers, sometimes called chipset drivers, are the software interface between the motherboard—the main circuit board that all of your components plug into—and the operating system and other applications. They make it possible for the entire system to work as intended, and without them, you would miss out on key features and performance at best and have a barely functioning system at worst. Modern operating systems like Windows 10 include some fundamental motherboard drivers to help get the system up and running with bare-bones functionality. However, your motherboard manufacturer will also have chipset drivers that need to be installed to realize the full potential of your motherboard and help other connected components work correctly. Installing drivers can be especially important with high-end motherboards or those at the cutting edge of feature and component development. Motherboard manufacturers also periodically release updates to their motherboard drivers to improve performance, system stability, add compatibility for newer hardware or components or add features that weren't available at launch. Therefore, it can be beneficial to update your motherboard drivers periodically to take full advantage of these advances. FAQ How do I update motherboard drivers? If you think your motherboard drivers need to be updated, your best bet is to visit your motherboard manufacturer's website and search for your exact motherboard model. Then, go to your motherboard model's driver download page and download the latest drivers. Be sure to download drivers that are compatible with the Windows version you're running. Once they're downloaded to your Windows PC, open them and follow the prompts to install them. Can you install motherboard drivers using a USB drive? Yes. You'll need to download the drivers from the manufacturer's website onto your USB drive, then plug in your USB drive and move the drivers to your PC. Once on your PC, open them and follow the prompts to install them. How do you uninstall old motherboard drivers? There's no real need to uninstall drivers your PC no longer uses, but if you're a DIYer, you can go to the Device Manager, select each driver, and then select Uninstall. Thanks for letting us know! Get the Latest Tech News Delivered Every Day Subscribe Tell us why! | How-To - Engine and Drivetrain Mar 9, 2012 See all 1 photos The more test-driving of new cars I do, the more I find myself becoming increasingly aware of the growing disconnect between car and driver. A big part of this is the way in which throttle-by-wire systems operate, some being almost undetectable, but the majority leaving me feeling like my right foot is being completely ignored by the computer controlling the throttle. Automakers are getting better with their drive-by-wire (DBW) logic and overall e-nanny programming, but DBW and the rapidly spreading use of stability control and other accident-avoidance systems beg the question, at what point do we cease to be driving the car at all and become mere passengers on a computer-controlled joy ride? Part of what's behind this shift to increased computer control is the desire to reduce the number of accidents on the road, which not only have a human cost but also a significant economic one. The human behind the wheel is, after all, the most unpredictable variable when looking at all the control systems on board a vehicle, so it makes sense that automakers and governments want to minimize the human aspect of control as much as they can from an engineering standpoint. To be honest, I trust the software and hardware engineers behind DBW systems and their various counterparts (brake-by-wire, steering-by-wire, suspension-by-wire and so on) more than I trust many of the drivers out on the road, so from a "design to the lowest common denominator" perspective I'm glad to see these aerospace technologies being used by the auto industry. But from a driving enthusiast/racer perspective, where we want to feel as connected and in control of the machine as possible, these technologies are serious buzz kills. From closing the throttle a bit as the engine approaches its redline and then leaving it hanging open during the shift (done to reduce stress on the engine and reduce emissions) to lazy low- to mid-rpm throttle response (done to smooth out throttle inputs and increase fuel efficiency), throttle-by-wire doesn't make for a happy right foot in any sort of high-performance environment. What can be done about it? There are a couple of options to work around the annoying behaviors of throttle-by-wire systems, one being to convert to a cable throttle setup and the other being intercepting the DBW signal and inserting a more performance-oriented algorithm in its place. In the K-swapped Honda community, it's commonplace to convert DBW K20Z and K24 engines to a K20A cable-controlled throttle body (or a larger-bore aftermarket equivalent from companies including Skunk2 and Hybrid Racing). This conversion is pretty straightforward, since adapter plates exist to bolt up a cable throttle body to the various K-series intake manifolds out there. Karcepts even makes a billet throttle cable bracket that eliminates the interference problem that comes with the OE cable bracket and allows for the use of a shorter throttle cable (making for a cleaner install). If you're using a K20A engine harness for this conversion, you also need to swap out a couple of sensors (crank position and oil pressure) to get everything to be plug and play, but all in all it's a very doable conversion and is well documented on the good old interweb. Cable throttle conversions for just about every type of DBW engine are also well documented if you dig deep enough — from LSI swaps to VQ35-swaps. The other option is to intercept the DBW throttle signal and modify it. The simplest device I've seen to do this with is the Sprint Booster. This tiny plug-and-play device literally plugs in between the OEM DBW module on the throttle pedal and the factory wiring harness. The little black box then measures and converts the signal with a more aggressive one, designed to quicken throttle response and increase pedal sensitivity. This helps deliver faster off-the-line response, as well as situations where you quickly go from a cruising throttle position to wide open (like during a passing maneuver). The latest version of the Sprint Booster even has three built-in settings you can choose from: Factory mode (deactivates the unit), Sport mode (improves throttle response, but still does some smoothing) and Race mode (even faster throttle response and no smoothing). I personally have not driven a car equipped with a Sprint Booster, but it's an intriguing example of how the aftermarket can live up to the driving experience in DBW cars. Another approach to retuning DBW throttle behavior is to re-flash the factory ECU to tune out some of the quirks of DBW throttles. Having owned and modified an Infiniti G35 6MT sports coupe (some of you will remember our white '06 project car), an Uprev Osiris tuner package (including a data logging and diagnostics tool, map switching, a flash utility and a ROM editor) did wonders with respect to its DBW throttle behavior. One of the biggest annoyances with VQ-powered vehicles is the way the ECU prevents a fully open throttle as you approach the fuel cut/rev limiter. This actually robs a surprising amount of top-end horsepower, and when you combine this fix with some fine-tuning of the ignition and fuel maps, the end results can be serious power gains across the entire rpm range (we picked up 11 whp on the top end). The most complete approach to retuning DBW systems for maximum performance is replacing the factory ECU with an aftermarket solution. MoTeC, for example, has a DBW module that can be added to many of its ECU packages for a totally customizable solution. With this approach, you have full control over the step motor position (that opens and closes the throttle) using a PID algorithm that's tuned using MoTeC's DBW4 Manager software. This system uses two separate sensors to ensure that a false position reading does not cause inadvertent opening of the throttle (if the two sensors ever disagree, the throttle is shut down). Of course, a system like this requires a highly skilled tuner and a big budget, but it can be a very powerful tool in the right hands, especially when combined with MoTeC's other by-wire products (like its traction control multiplexer and diff controller). Although there's real upside to DBW technology, including fewer moving mechanical parts (that can wear out or require more frequent servicing) and more accurate throttle and fuel control (meaning improved fuel economy and reduced emissions), there's still a lot of room for improvement with respect to driving feel. Some high-performance machines like the R35 GT-R make very good use of DBW by sharpening up throttle response as you move from Sport mode up to R mode, and related by-wire technologies also allow for some pretty impressive launch control and non-invasive stability control. As the saying goes, software is only as good as the programmers writing it, and the programmers are pretty damn amazing in the case of cars like the GT-R. But for those of us driving less cutting-edge machines with far-from-optimal DBW behavior, thankfully, we do have a variety of aftermarket approaches to satisfying our right foot's needs. Send your feedback to dpratte@modified.com Share on Facebook Share on Twitter

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