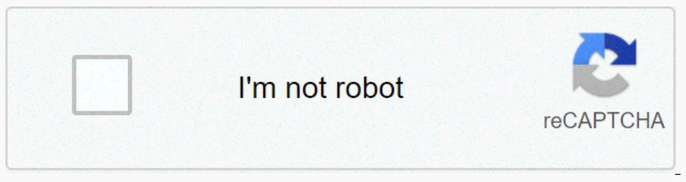

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System bus definition

A bus is simply a circuit that connects one part of the motherboard to another. The more data a bus can manage at the same time, the faster it allows information to travel. The speed of the bus, measured in megahertz (MHz), refers to the amount of data can move through the bus simultaneously. The speed of the bus usually refers to the speed of the front side bus (FSB), which connects the Processor to the north bridge. FSB speeds can range from 66 MHz to more than 800 MHz. Since the Processor reaches the memory controller across the northbridge, FSB speed can significantly affect a computer's performance. Here are some of the other buses found on a motherboard: The rear side bus connects the Processor with level 2 (L2) cache, also known as secondary or external cache. The processor determines the speed of the rear side bus. The memory bus connects the northbridge to the memory. The IDE or ATA bus connects the southbridge to the hard drives. The AGP bus connects the video card to the memory and the Processor. The speed of the AGP bus is usually 66 MHz.The PCI bus connects the PCI slots to the south bridge. On most systems, the speed of the PCI bus is 33 MHz. Also compatible with PCI is PCI Express, which is much faster than PCI, but is still compatible with current software and operating systems. PCI Express is likely to replace the PCI and AGP buses. The faster a computer's bus speed, the faster it will work- to a certain extent. A fast bus speed can't catch up with a slow processor or chipset. Now let's look at memory and how it affects the speed of the motherboard. This site is not available in your country Urban planners know a secret that you probably do not: The most advanced bus system in the world is in Bogota, of all places. The former mayor of the city, who created the system, is frequently asked to explain Bogota's bus system to city officials in the hope of imitating their best practices at home. As good reports: It's hard to believe until you've seen it for yourself, but the city bus can, in fact, be an elegant, fast, efficient, and first-class way to get around town. Unfortunately, you can't find this kind of bus service in any U.S. city. You must travel to Bogota, Colombia, and take the TransMilenio rapid transit system by bus. When you get on your first TransMilenio vehicle, it hits you pretty quickly: when it comes to buses, the United States is a third world nation. What makes the TransMilenio so great? Lanes reserved for for one, which the rand corporation recently recommended for L.A. Meanwhile, to increase the robustness of the network, smaller feeding buses pass through the areas outside, taking them to centralized stations, much like the hub-and-spoke system for airlines, or rail systems around the world. The buses themselves are designed to minimize expectations: The fare is collected in advance, and the floor of the bus is low slung, so that passengers can board more Real-time systems let users know exactly when the next bus arrives—a key element in encouraging ridership. But what is really amazing about the system is how small all these features are: none of them pose the huge infrastructure challenges of light rail, for example. RAND believes that the most complicated part, bus lanes, could be a reality in Los Angeles with only a few years of work. As cool as high-speed rail can be, it won't kill cars without a robust transit system. Bogota's bus system could be the answer. Related: Better Buses Through Psychology Related: Coming Soon: America's High-Speed Rail Network [image and story via GOOD] Who: T. Scott Kirksey Old Job: Vice President, Financial Planning and Reports, Greyhound Lines Inc. New Position: CFO, BenefitMall.comThis is a long and strange journey from the bus industry to the Web. But for 42-year-old T. Scott Kirksey, the end of that trip came last December, when he signed on as chief financial officer of BenefitMall.com after helping to save Greyhound from near-bankruptcy. BenefitMall.com, a 245-person Dallas-based company (it was spun from Humana last year), is an online marketplace for small business benefits products. Every day, it sells more than $500,000 in annualized premiums through brokers in 80 different insurance companies. Old skills that still matter. Finance is about turning information into decisions. At Greyhound, we had to build a structure for the company that did not exceed what we could afford. The skills needed to do this are just as valid in the dotcom world; the only difference is that you have to move 10 times faster. Learning curve. A net enterprise is not pyramid-like — it is massively parallel. This kind of flat-power structure allows me to go beyond the traditional role of CFO. By looking at sales and production, for example, I can figure out what kind of things I should measure. Teaching note. Build your business model around yields. Don't get lost thinking the losses are going well. Net companies suffer losses because they make initial investments that cannot be written off over several years. But if you can focus on where your business model performs, you won't bear losses any longer than you really have to. A refreshing approach to the modern IT infrastructure built around change, empowerment of mobility, global collaboration and the encouragement of unlimited innovation. We take you with us as we go from coast to coast, from east to west — wherever and wherever there is technology. Ride and watch this video series as we learn from real engineers, exchange stories with real technicians and catch real technology in action. Come up and go! How to make video your company's go-to collaboration toolIn this Tech Talk between two CDW collaboration experts, learn more about the state of video technology best practices for deploying and using video anywhere. How IT Works: Palo Alto Next-Gen Firewall A firewall is a firewall, isn't it? Not really. Learn how Palo Alto Networks' next-generation firewalls work and perform multiple security procedures in one pass.4 Tips for smooth Microsoft Azure adoption Don't worry about Microsoft's Azure cloud platform. With the right planning and preparation, moving to Azure can both alleviate infrastructure management requirements and help with the total cost of ownership. How IT Works: DNS Layer Security with Cisco UmbrellaOur expert security architect explains how security at the DNS level works using Cisco Umbrella, which operates the Cisco Talos SOC to respond daily to 100 billion DNS.4 Must-Knows Before Moving requests to Office 365 Do you know Office 365's secret weapon for sysadmins? This is Azure Active Directory, which can make the migration and management of your new cloud environment relatively painless. We let you start with four pointers on using Azure AD in Office 365.How Cisco Identity Services Engine worksWith so many users using devices wandering through your hallways, it can be hard to give people access to what they need and keep them out of what they don't have. We detail how Cisco ISE works, share ways to start it on a small scale, and explain how the tool can accelerate dynamic network admission control. In this first IT roadshow, we travel to Minnesota — the state of hockey — to see how Cisco StadiumVision improves the fan experience at Xcel Energy Center. Then we go to Arkansas State University to see how they keep the bad guys out of their systems with a layered security approach. Jump on the TECHNOLINER CDW and join us as we talk to techies and get a close-up of real-world technology in action. Visit the Xcel Energy Center to see how its technical team has reinvented video to better interact with fans. With Cisco StadiumVision, the center's technology and marketing teams manage more than 500 screens throughout the arena. Learn how Arkansas State University has stepped up network security with a three-tiered strategy - incorporating Palo Alto, Carbon Black and Sophos solutions - to deter threats without impeding student and faculty access to campus. To learn more about transforming the customer experience, visit here. After Derek showed the system wireless of its ElectRoad for buses that puts a big reel continuous on the road, I wondered the same thing I do with all wireless charging systems: why do we fill our homes and now our roads with giant magnetic fields? I know the dangers of EMF are seriously disputed, but if it's going to load a bus, these are large MAGNETIC fields PUISSANTS HONKING. And I was wondering, not for the first time, why do we make life so complicated? Why don't you bring the trolleybus back? They work in Vancouver, and a lot of cities in Europe and and America. Why the big investment in more expensive and less efficient technology like wireless? TTC/Public I remember riding on them when I was a kid, before Toronto erie them. The complaints were that they were difficult to manage and that the cables were a mess. Kris De Decker of Low Tech magazine wrote a few years ago: © R. Hill donated to Transit TorontoCompared to diesel buses, trolleybuses have some drawbacks. A trolleybus is more manageable than a tram, but less than a diesel bus. If the road is repaired or rebuilt on a street where the trolleybuses pass, there is a good chance that the line will be temporarily interrupted. A diesel bus can easily be rerouted. Like trams, trolleybuses cannot overtake each other either. The most important drawback of trolley systems is the need for overhead cables. They are generally considered ugly and encounter protest. Especially at a crossroads, the cable network can be dense and difficult to ignore. Like trams, trolleybus tracks have points, but the entire mechanism of these hangs in the air. We love wireless technology and that's probably why trolleybuses are considered a ridiculous and inferior technology, a relic of the past. Low Tech Magazine / via But now most of the new trolleys are hybrid, with batteries that let them go short distances, bypass problems and pass through intersections when the poles come out of the wires. Other designs have flying wheel technology to store energy. In parts of Europe and South America, trolleys have been kept running and networks have even been expanded. The poles and wires are more beautiful these days, too. And, they can be installed quickly without tearing up the road. Englishrussia.com/via Russia and Ukraine, they have even used trolley technology for industrial and freight purposes; infrastructure could be shared. © Scott Olson/Getty Images/ Barack and Sasha Obama, 2007 Besides, we could bring back bumper cars, which might have few batteries for the last mile, but spend most of their time connected to autonomously operating air power. This guy liked them. Of course, I'm kind of tongue in cheek on bumper cars. But I find that we continue to look for the most complicated and costly solutions to problems when proven solutions have been around forever and work pretty well. Electric trolleybuses are not perfect, but they now exist, they are cheaper, cleaner and more than diesel, and they really should be brought back. Previous. Previous.

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