

Cognitive Sub-Nyquist Radar for Automotive Application

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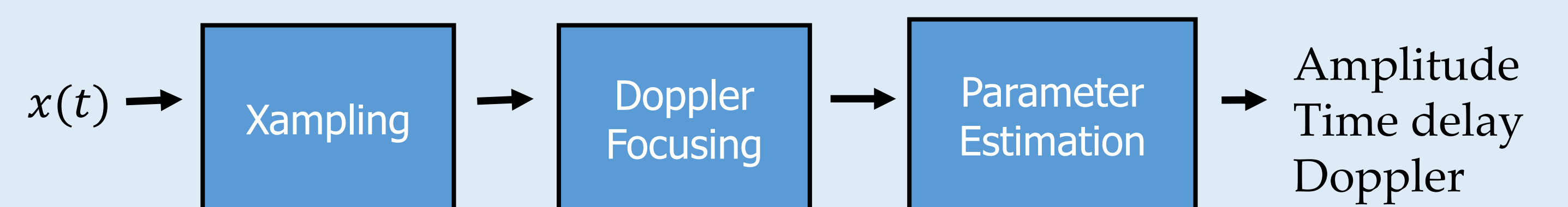
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Theoretical Background

Motivation and Contributions

- ❑ High resolution radar requires high bandwidth signals
- ❑ Wideband signals need a complex analog front end receiver design which consumes high power
- ❑ Digital processing of wideband signals requires large memory and large computational power
- ❑ We present a sub-Nyquist cognitive radar prototype for automotive application where the sampling and recovery method implemented in hardware which reduces the rate by 20 fold
- ❑ This approach provides both simple recovery and robustness to noise by performing beamforming on the low rate samples
- ❑ For automotive applications, simultaneous transmission of multiple vehicles is achieved by cognitive band selection. This also aids in robust reconstruction

Sub-Nyquist Radar



- ❑ Xampling– A process of sampling a signal at a low rate in such a way that preserves the required information.
- ❑ Doppler Focusing - A method of digitally beamforming the low rate samples which is both numerically efficient and robust to noise.
- ❑ Estimation – A modified OMP, matched to our samples, produces target locations and Doppler frequencies.

Signal Model and Recovery

- ❑ L targets, each defined by 3 degrees of freedom: amplitude α_ℓ , delay τ_ℓ , and Doppler frequency ν_ℓ .

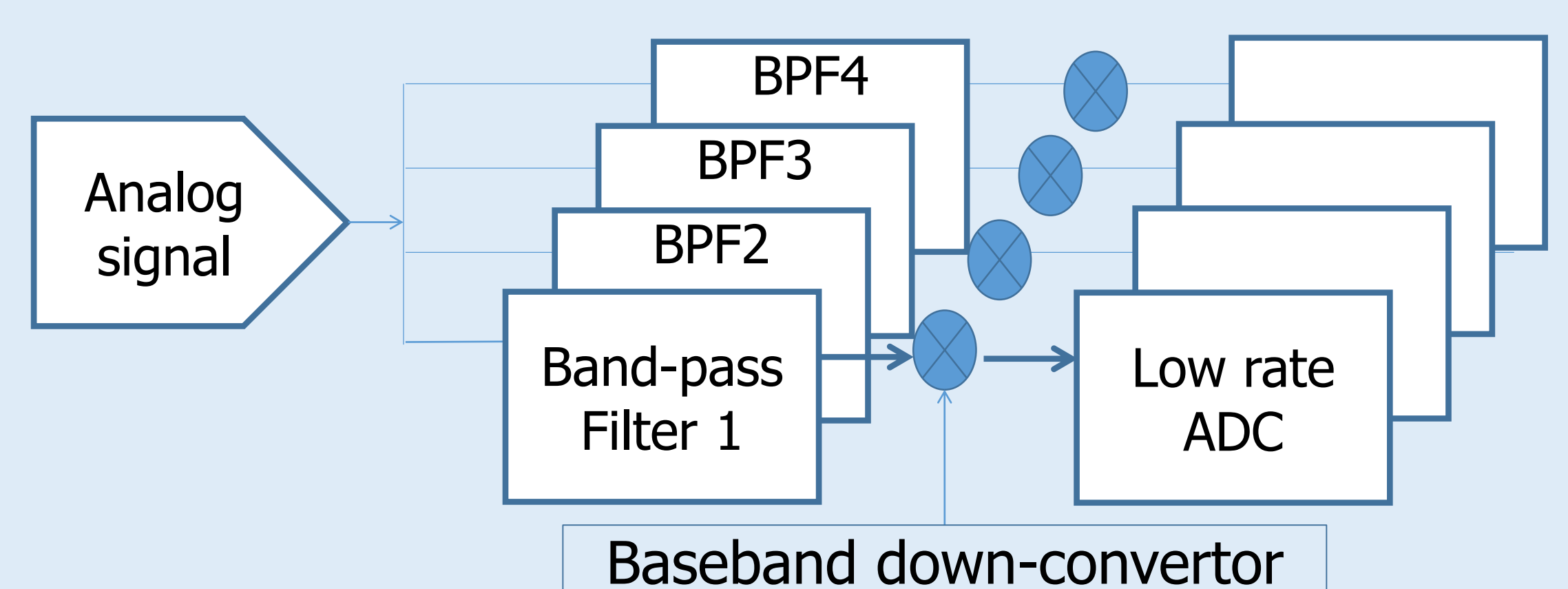
- ❑ After transmitting P equispaced high-bandwidth pulses $h(t)$, the received signal:

$$x(t) = \sum_{p=0}^{P-1} \sum_{l=0}^{L-1} \alpha_l h(t - \tau_l - p\tau) e^{-j\nu_l p\tau}$$

- ❑ This is an FRI model as $x(t)$ is completely defined by $3L$ parameters
- ❑ The signal's Fourier coefficients contain the required parameters.

Acquiring Fourier Coefficients

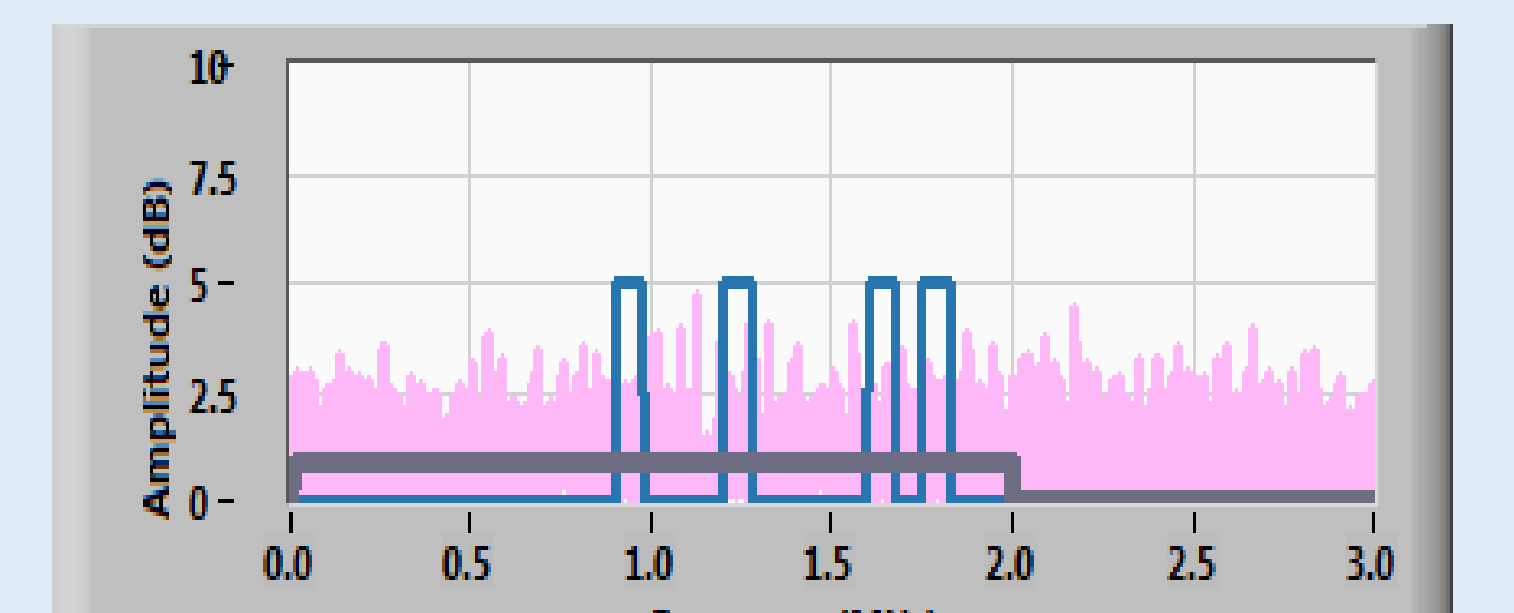
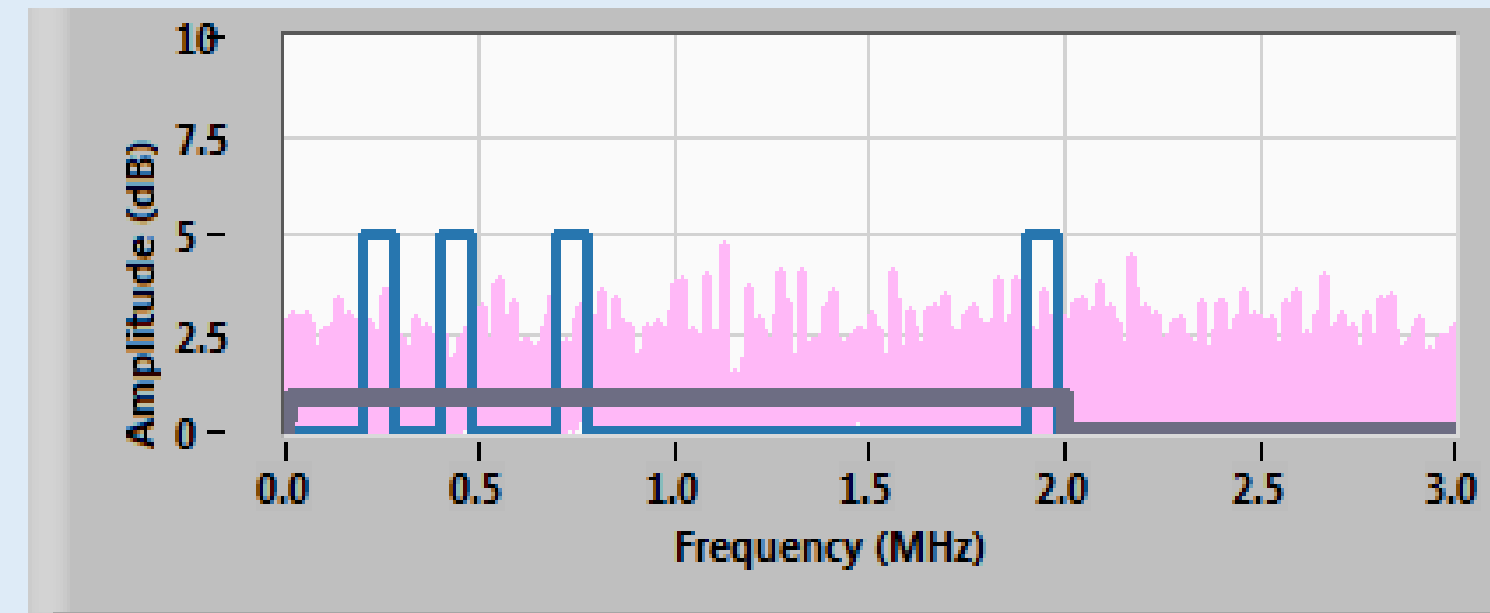
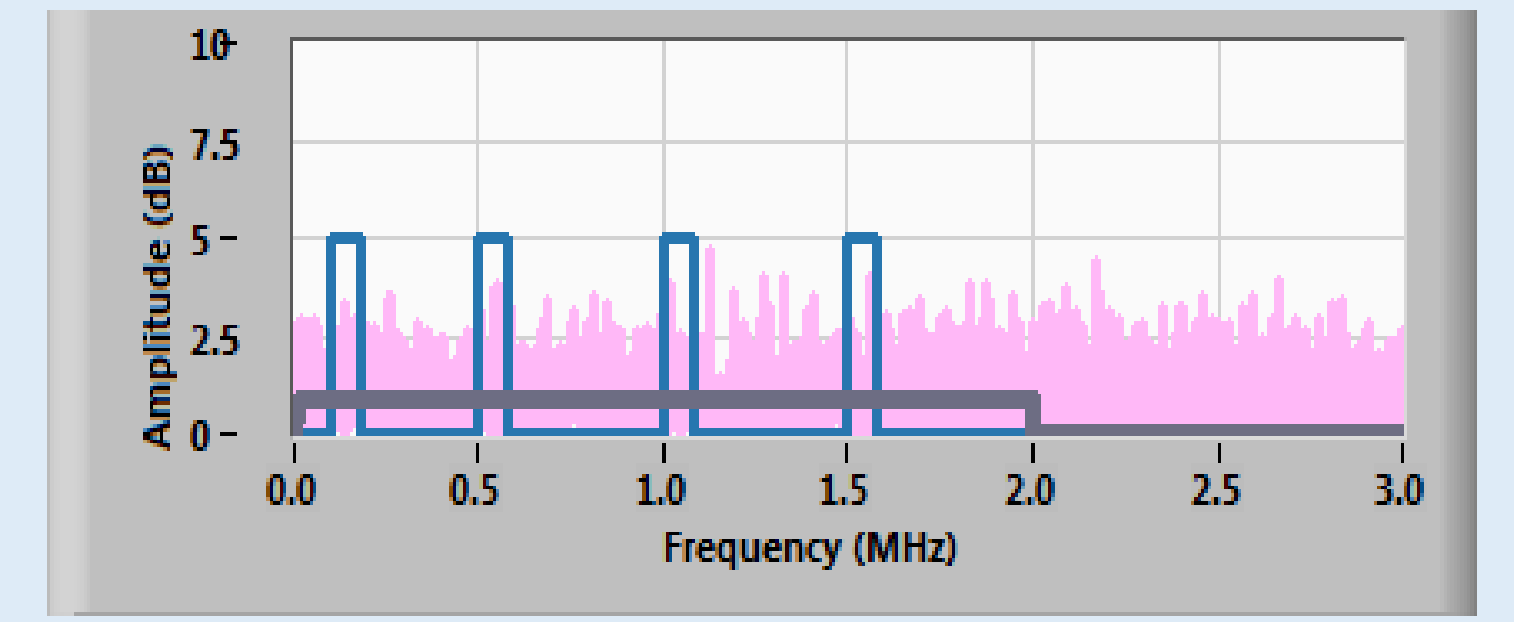
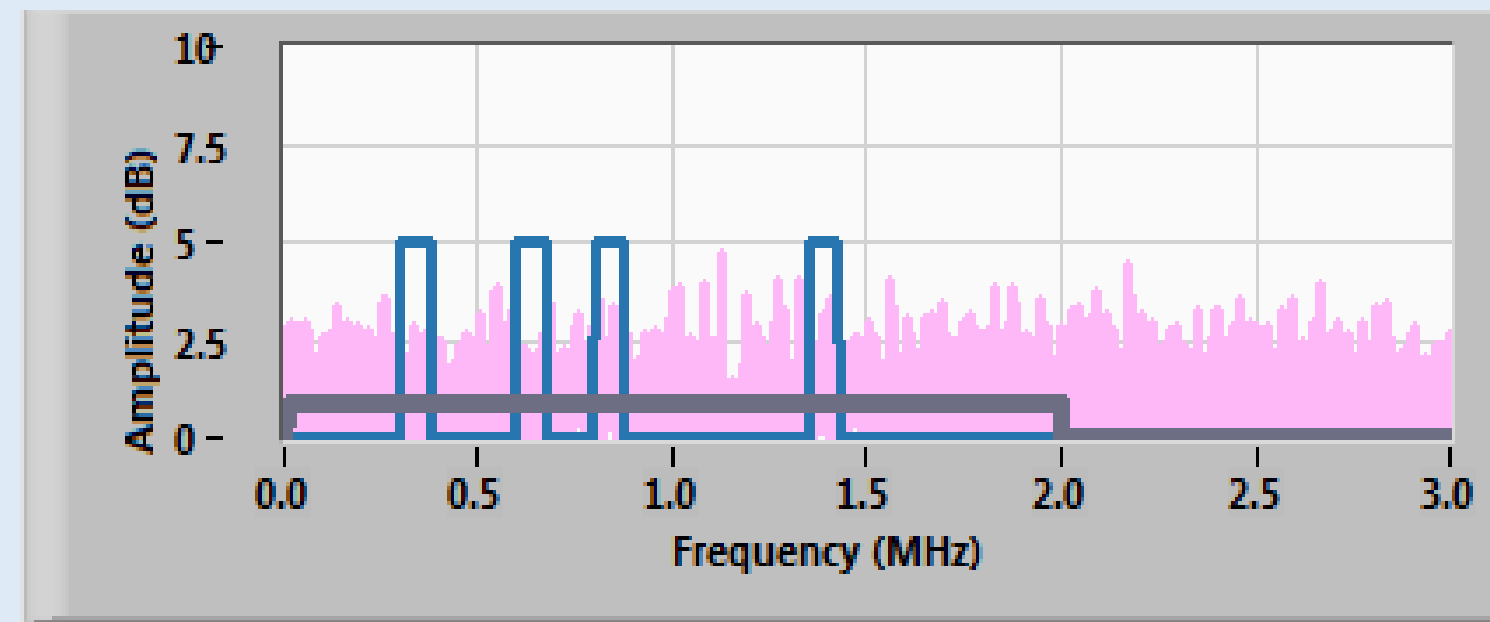
- ❑ Multichannel analog processing and low rate sampling scheme are used to extract spectral information for specific frequency bands.
- ❑ Calculating Fourier coefficients is performed digitally after sampling



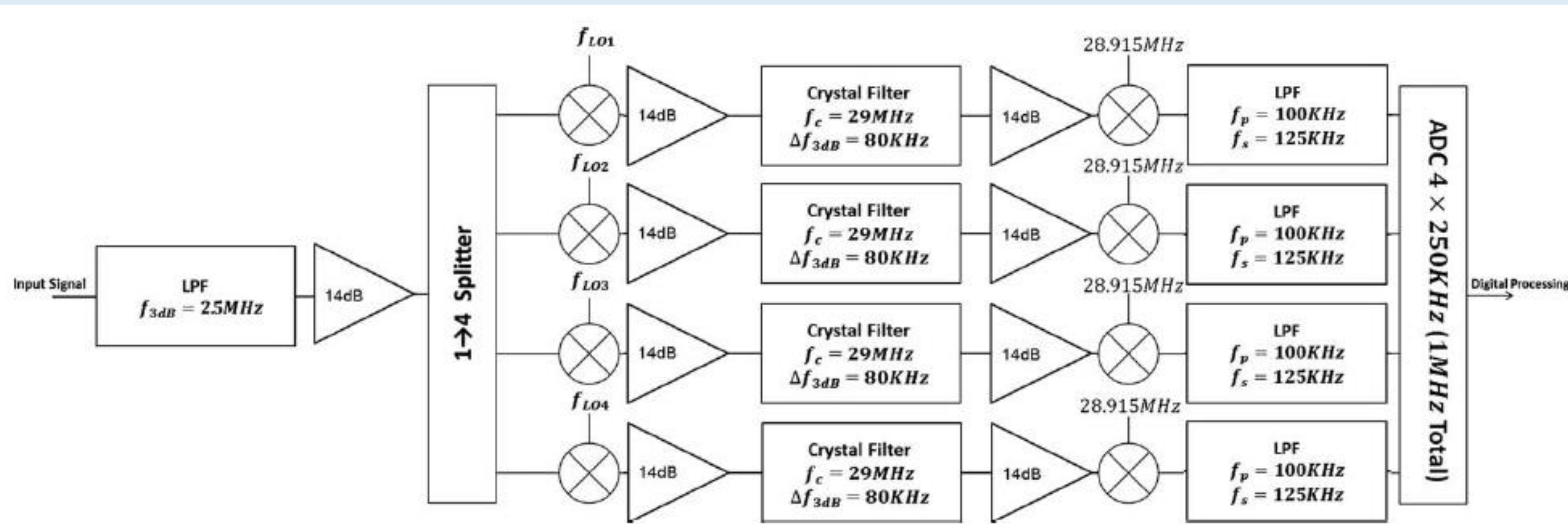
Cognitive Sub-Nyquist Radar for Automotive Application

Radar Bands

- Four radars transmit sequentially in four different directions.
- Available bandwidth is 2 MHz; Divided into 16 sub-bands of 80 KHz bandwidth.
- Each radar transmits in four random sub-bands to avoid interference.
- Each of the sub-bands are sampled individually at 250 KHz.



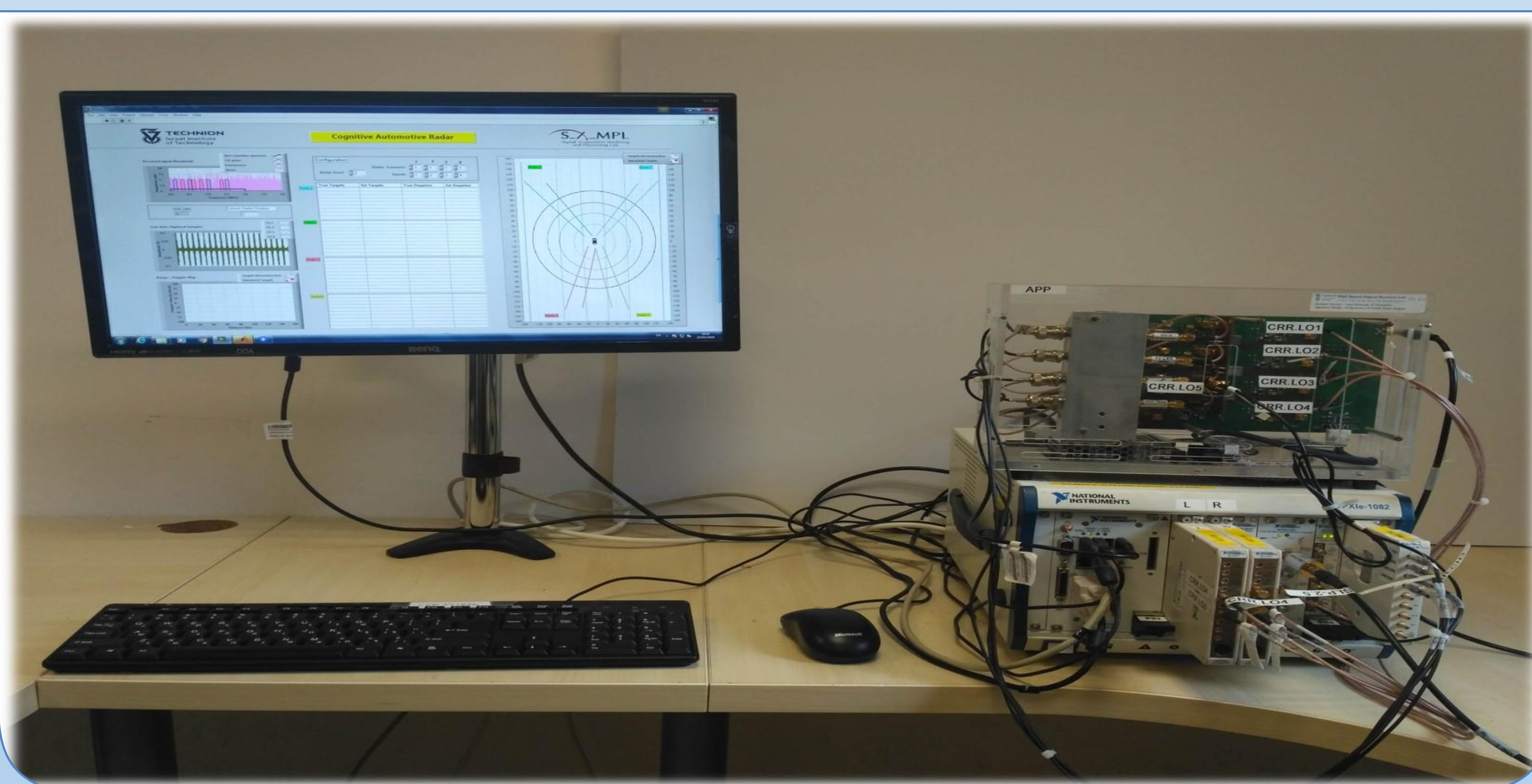
Analog Pre-Processor (APP)



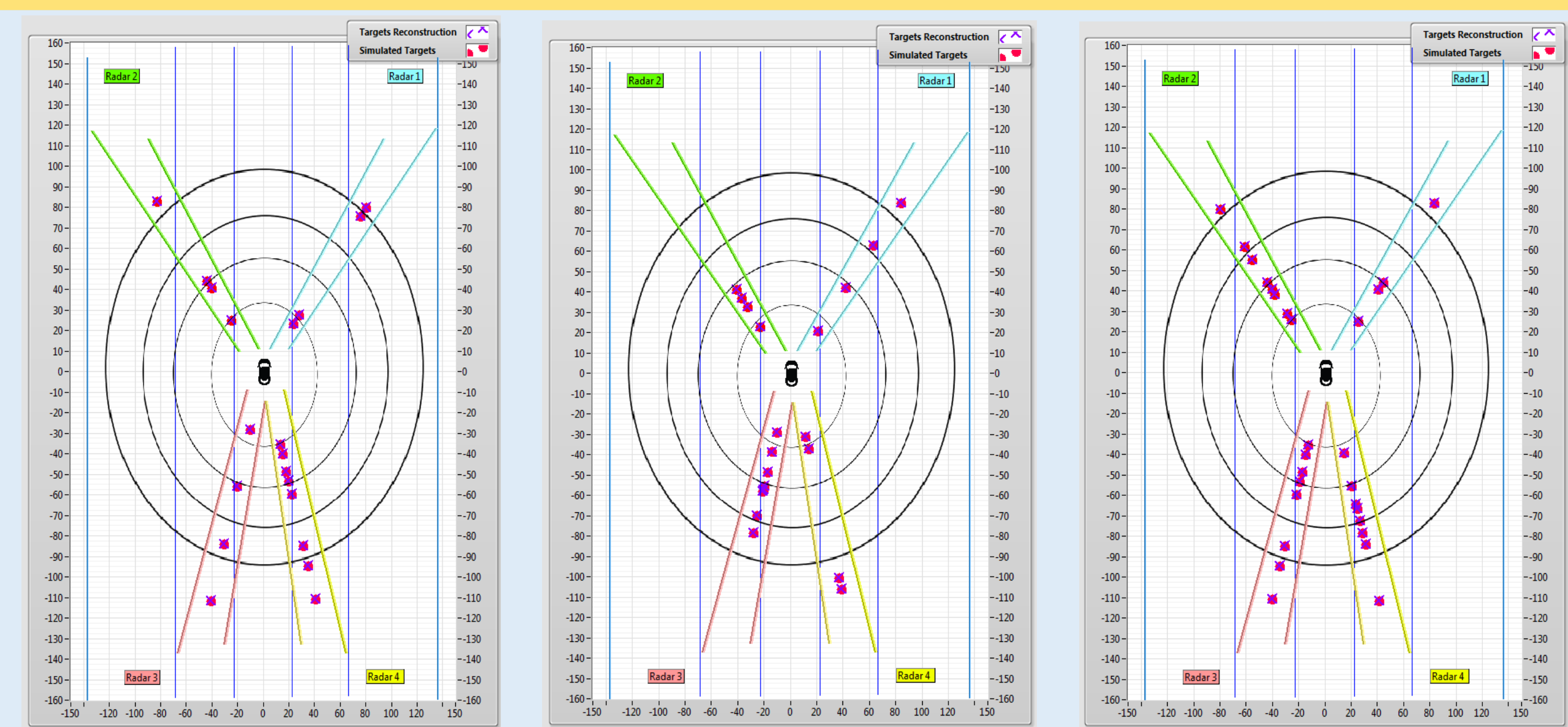
Block diagram of 4-channel crystal receiver. Four up-modulating LOs have frequency values: $f_{LO1} = 28.375$ MHz, $f_{LO2} = 28.275$ MHz, $f_{LO3} = 27.65$ MHz, $f_{LO4} = 27.391$ MHz.

Crystal Bandpass Filter Characteristics

Parameter	Value
Center Frequency	29 MHz
-3dB Bandwidth	80 KHz
Maximal Pass-band Ripple	1 dB
Stopband Frequencies	28.94 MHz, 29.06 MHz
Minimal Stopband Attenuation	60 dB



Results



User Interface

Cognitive Automotive Radar

Radar parameters

Configuration: Noise level: 1, Radar Scenario: 1, Bands: 1, 2, 3, 4

True Targets	Est Targets	True Dopplers	Est Dopplers
30.00	30.01	-75.60	-75.60
60.00	60.01	-43.20	-43.20
90.00	90.01	82.80	82.80
120.00	120.01	72.00	72.00

Targets table

Target	Range (km)	Doppler (km/h)
Radar1	30.00	30.01
Radar2	33.00	33.01
Radar3	37.80	37.81
Radar4	31.20	31.21