

# **Ultrasound Dispersive Technology for Non-invasive Diagnosis of Brain Injuries and a Non-interfering Ultra Wideband Wireless Communication System**

Introduction on DRDC's Non-interfering Wireless Ultra Wideband (UWB) Technology with capabilities for very high bandwidth of data transfer rate of the order of 1.5Gbps

## Stergios Stergiopoulos, Bob Cheung and Pang N.Shek

## **Defence Research and Development Canada – Toronto**

Introduction on DRDC's Ultrasound Dispersive Technology for Non-invasive Diagnosis of Brain Injuries

| Increasing incidents of Improvised Explosive Davice (IED) explosions in recent conflicts may have resulted in a<br>fair number of undiagnosed trauma to the brain. DRDC has developed a non-imaging, ultrasound based<br>technology to assess and monitor potential intracranial abnormalities and injuries. We believe that an early<br>diagnosis of non-penetrating Traumatic Brain Injury (TBI) should facilitate a better management of undiagnosed<br>trauma to the head in military operational semantisms in the field.   |
|--|
| Research results <sup>23</sup> have shown that intracranial density monitoring can be achieved by probing the brain with<br>ultrasonic pulses or with tomography imaging. The propagation speed of the pulses varies with the brain<br>density, and density changes are assessed through the continuous monitoring of the time delay between<br>transmitted and reflected pulses. However, all these techniques provide time delay estimation (or monitoring of<br>density (functionals) by probing the brain with ultrasound pulses at a specific frequency region. In doing so, the<br>ignore the dependency of the density fluctuations on a wide range of frequencies, and so disregard information<br>essential to accurately account for the dispersive properties of the human brain that may allow for classification<br>of brain injuries and their non-invasive diagnosis. |
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#### **Principle of Operation**

ing of density varia





shown in *Figure 2*, has been carried out with pha ses a number of transmit frequencies in the frequenc cy regime of (0.5 – 4.0) MHz and a pair of tra mately 10 cm in width, as shown in Figure 2 r and the coupling bet ween the container and transducers was o the system's consitivity in A coestim of the water. Figure 3

**Preliminary Test Results from Animal Experiments** 



## Potential First Responder / Combat Casualty Care Applications

#### Conclusion

System Response Correlated with Pair



# Technical Description

bee (IEEE 802.15.4)

UWB (IEEE 802.15.3)

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| Field testing                  | of DRDC's wireless vital signs monitoring project was carried out at the Electromagnetic (EM)   |
|--------------------------------|---|
| Chamber of                     | UofT. The aim of this testing procedure was to simulate with hardware the helicopter's EM   |
| interference                   | environment, as shown in Figure 10. In the tests, the UWB emission power was kept below   |
| MIL-STD-461                    | E radiated emission constraints, and NETEX experimental results. Further final testing was carried  |
| out on board                   | a Black Hawk Helicopter at the U.S. Army Aeromedical Research Lab (August 2006).  |
| The test resu<br>receiver. The | ults in <i>Figure 11</i> are for an interference source antenna placed 1 meter away from DRDC's UWB<br>e interference source was radiating at various levels and frequencies in the range of 3-GHz to 7-GHz |
| and at powe                    | r levels in the range of -5 to 30dBm.   |



Figure 6 LIWR T











### **Field Test Results for DRDC's Experimental** ireless UWB VSM at the US Army eromedical Research Lab

arch Laboratory (USAARL) at Fort Rucker, Alabama on the 10th and 11th of August 2006. The testing

Phase I: On the 2<sup>nd</sup> of Au stems. All systems were ba ved that the EMI levels of the

n noise levels up to 110 dB ref 20r III: On the 11<sup>th</sup> of August 2006 field testing of th

on board an operating helicopter and

a Black Hawk II H-60A two

tive of this field test was to demonstrate that the NIBP se

of the wireless vital sign signal communications, in the EMI field of an operating helicopter. During th erating while on ground. The noise levels during the testing were measured by Dr. Adri I & Kjaer Sound Analyser type 2260. The recorded av

tside the helicopter were in the range of (108 – 110) dB ref 20mPa, and

the helicopter were (110 – 112) dB.





ory output of the NIBP I

atput of the NIBP Piesometer Mk-1 for th ecord at 110dB



