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Wireless local positioning system

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(54) **WIRELESS LOCAL POSITIONING SYSTEM**

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H04B 1/02 (2006.01)

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455/506; 342/374, 457

See application file for complete search history.

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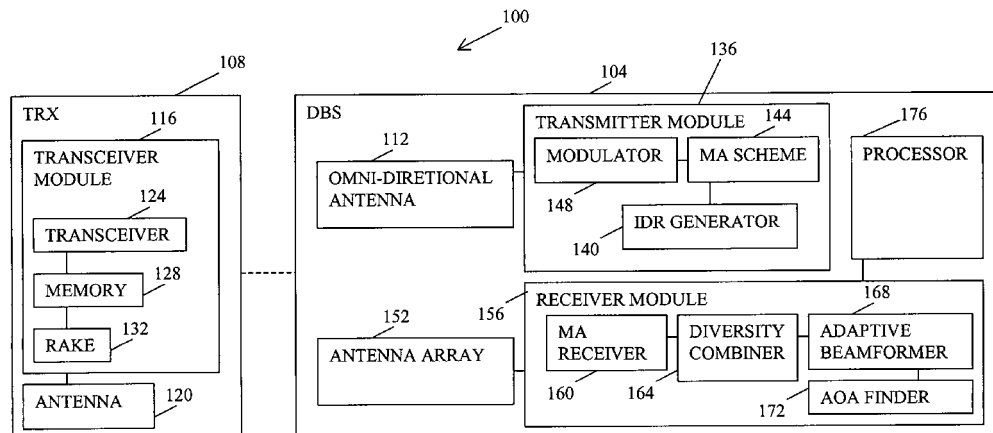
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(57) **ABSTRACT**

A method of locating mobiles via a dynamic base station. The method includes transmitting a first wireless signal from the dynamic base station at a first time, and receiving the first wireless signal at the mobile. The method also includes transmitting a second wireless signal from the mobile in response to receiving the first wireless signal, and receiving the second wireless signal at the dynamic base station at a second time. The method also includes determining a time difference between the first time and the second time, determining an angle of arrival of the second wireless signal, and locating the mobile based on the angle of arrival and the time difference.

26 Claims, 7 Drawing Sheets



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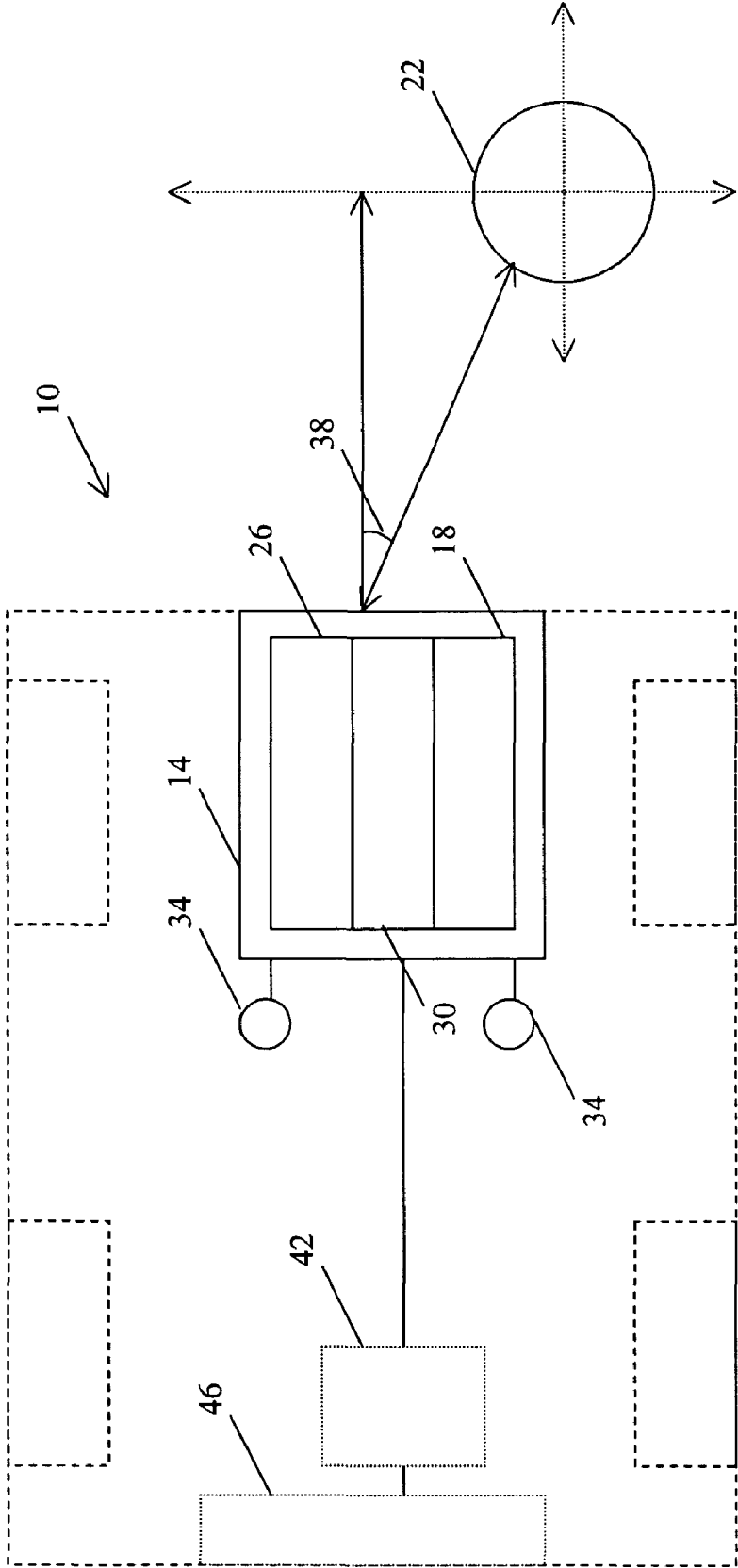


FIG. 1

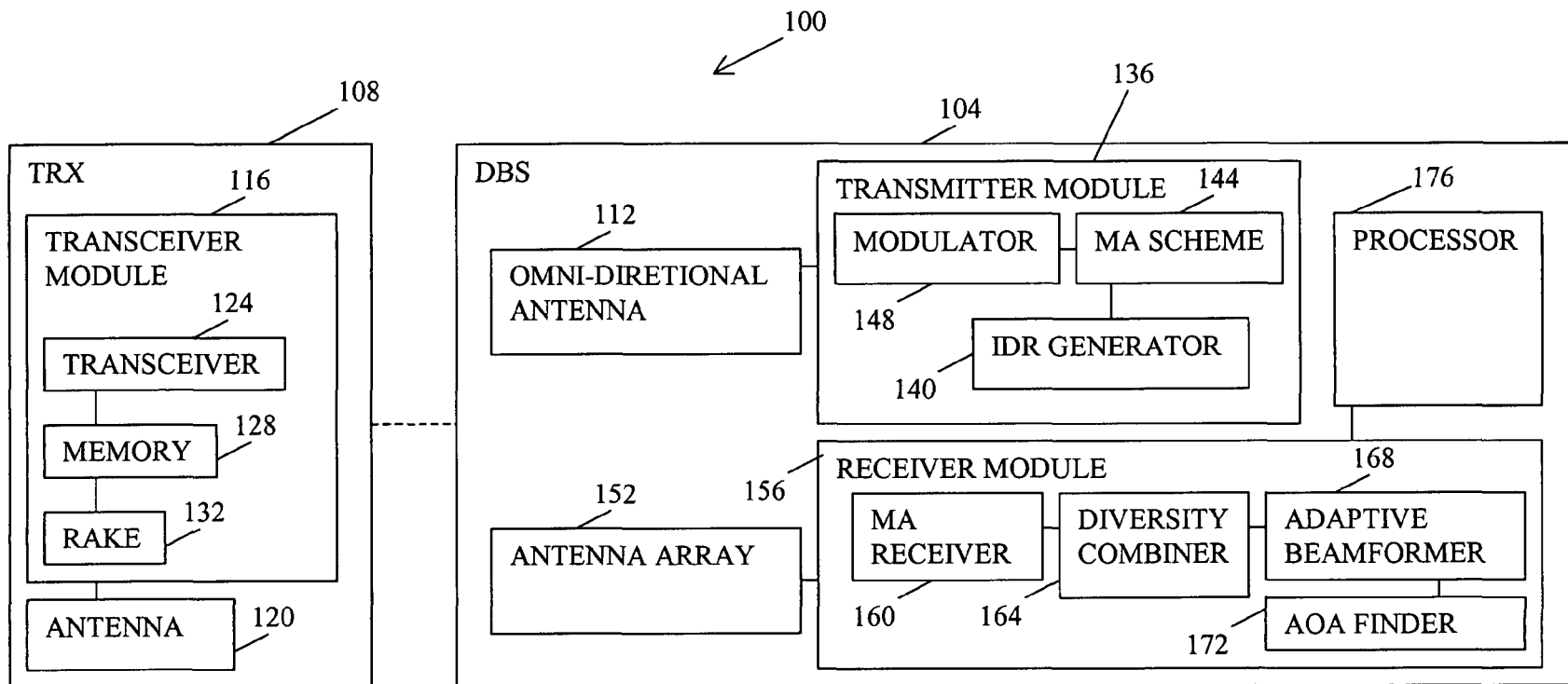
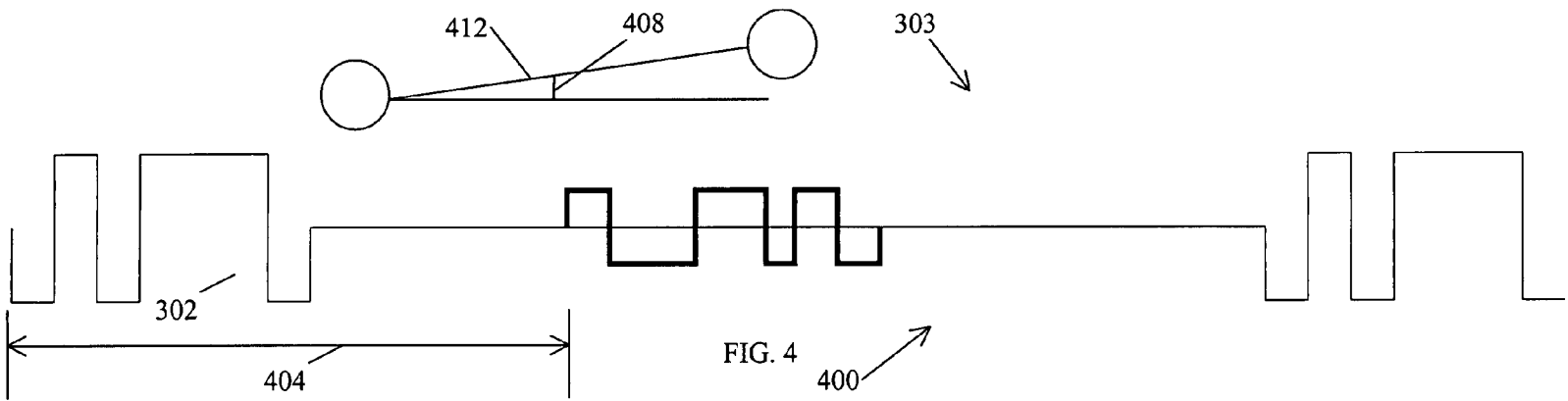
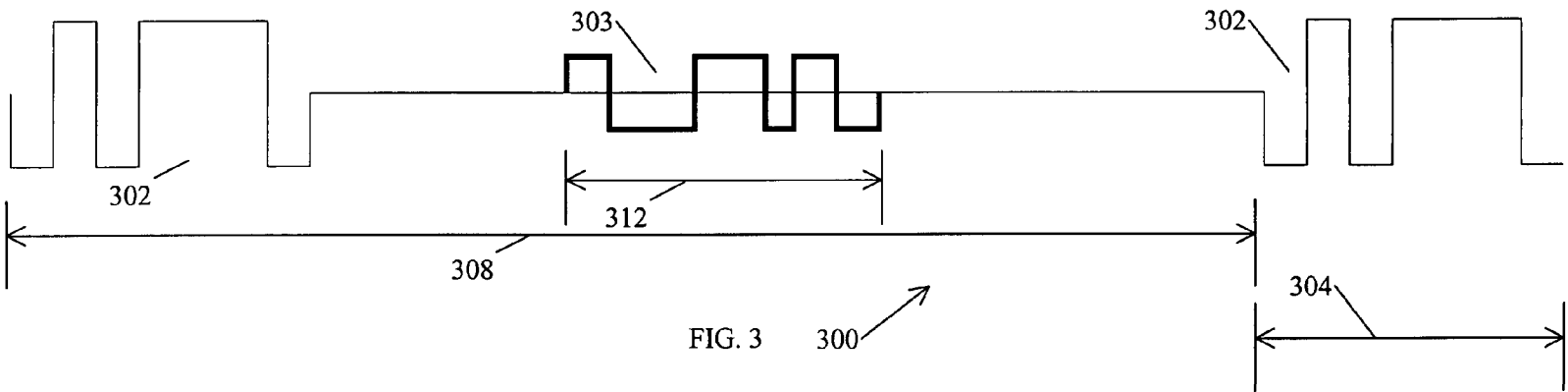


FIG. 2



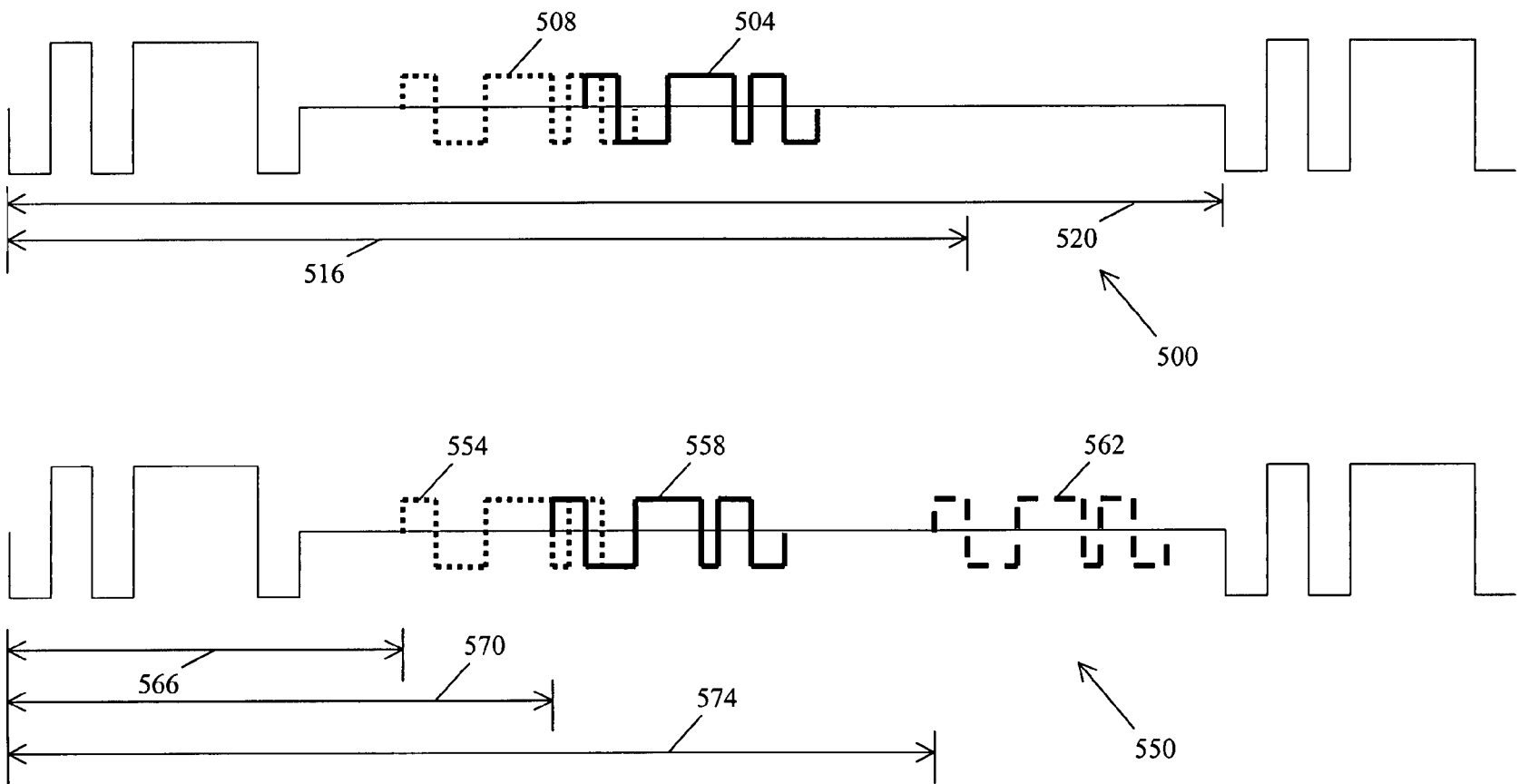


FIG. 5

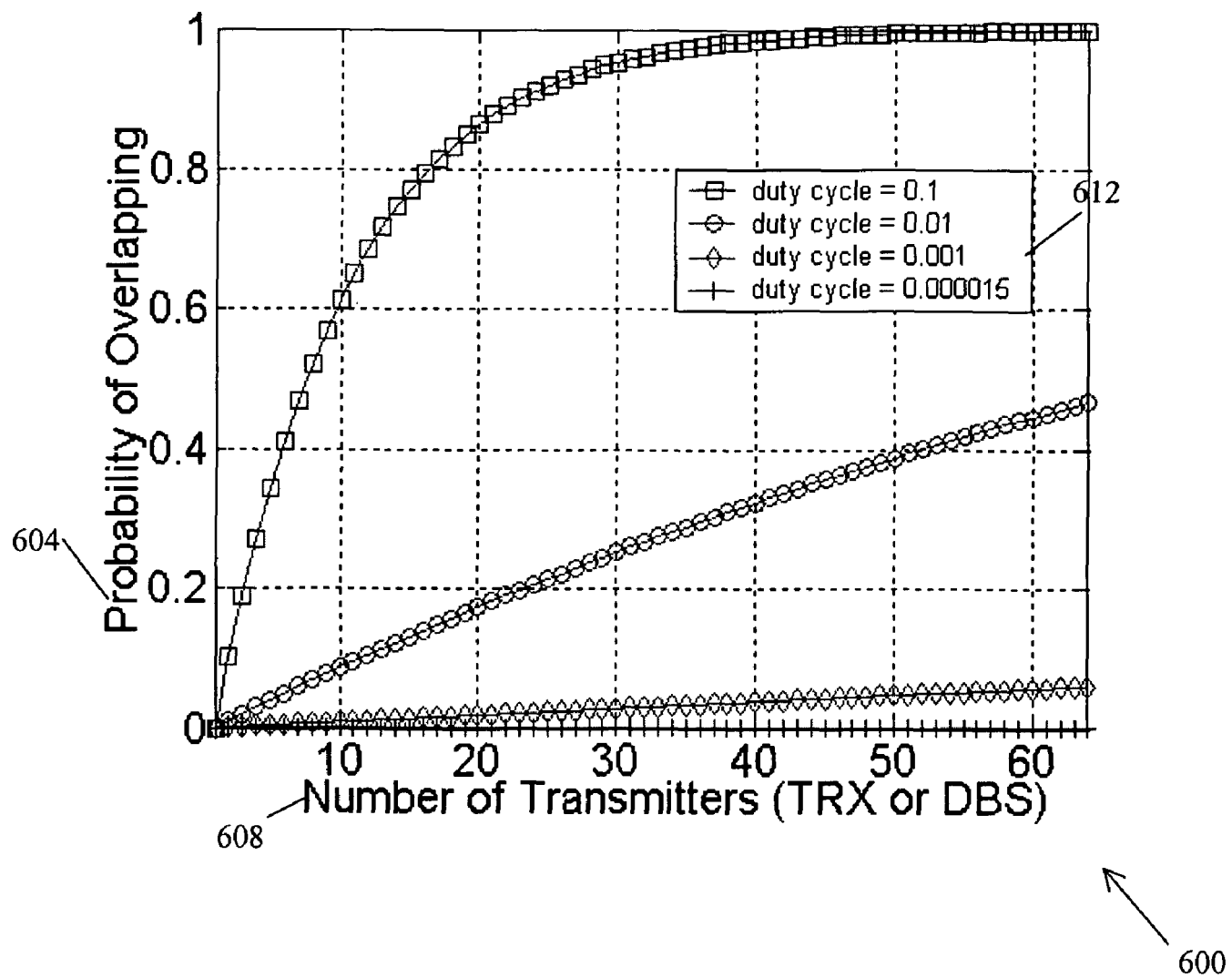


FIG. 6

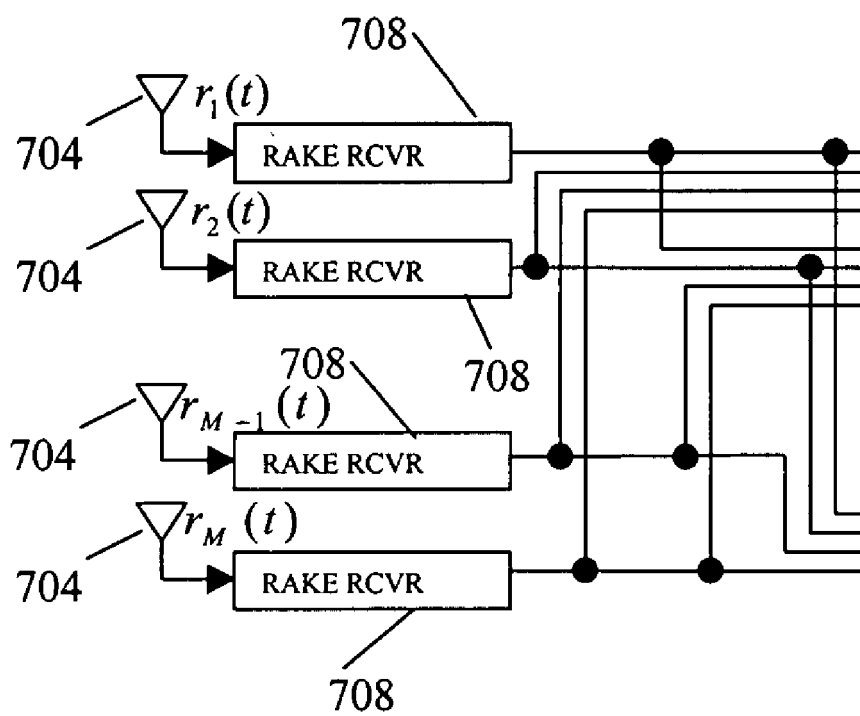
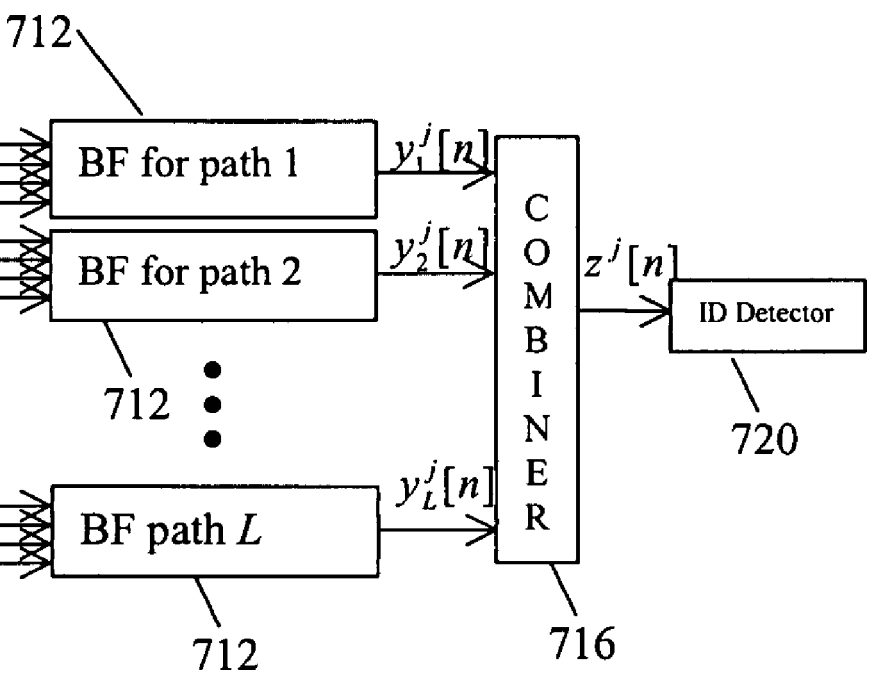
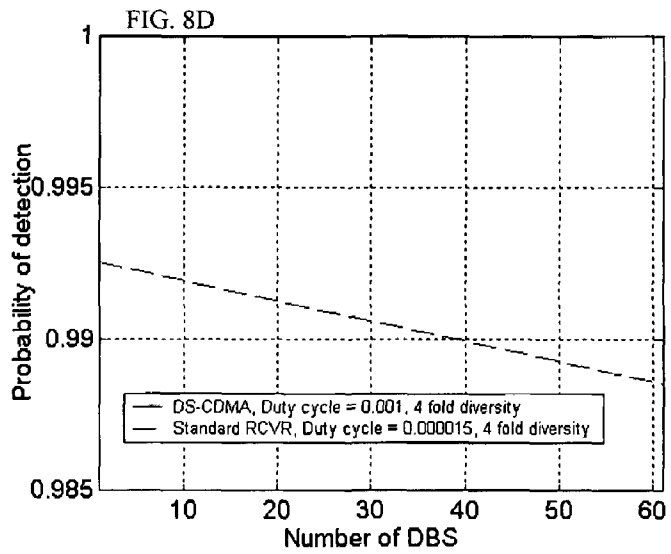
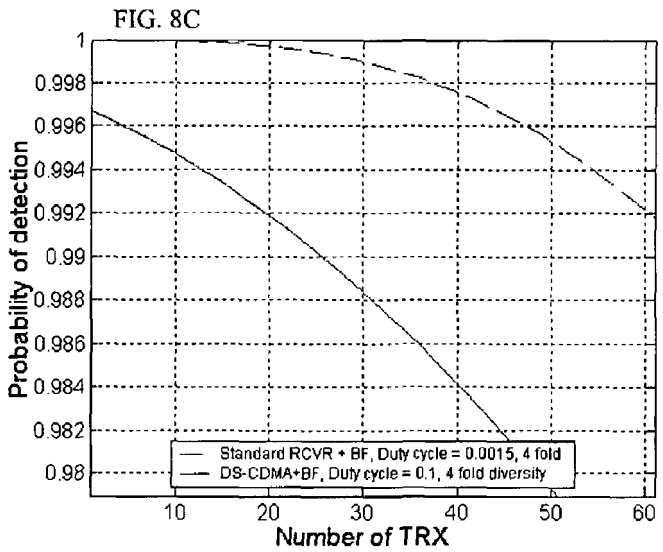
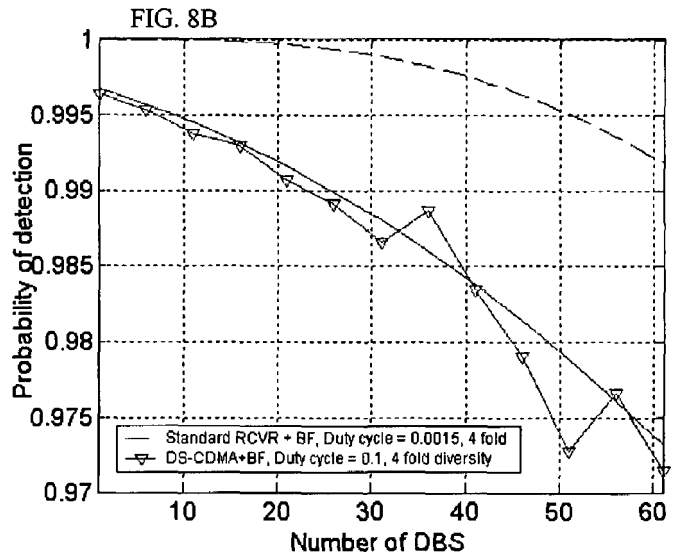
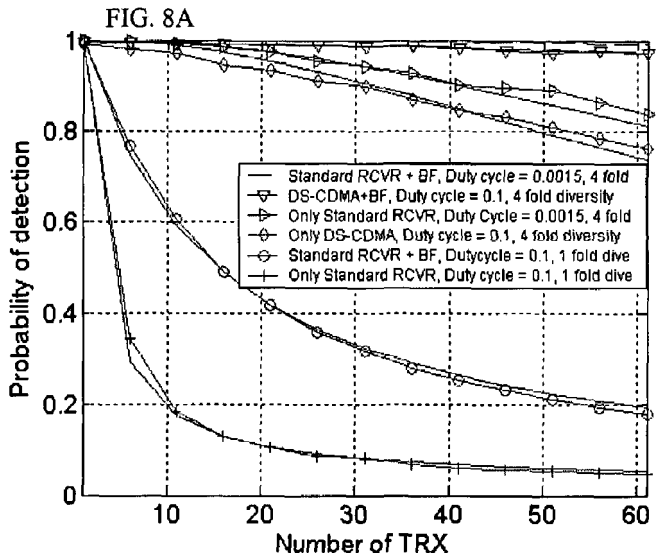


FIG. 7





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WIRELESS LOCAL POSITIONING SYSTEM**RELATED APPLICATION**

This application claims the benefit of provisional application No. 60/471,553 filed on May 19, 2003, and provisional application No. 60/511,443 filed on Oct. 15, 2003.

BACKGROUND OF THE INVENTION

The present invention relates to communication systems, and more particularly to communication systems configured to locate an object.

SUMMARY OF THE INVENTION

In one form, the invention provides a method of locating mobiles via a dynamic base station. The method includes transmitting a first wireless signal from the dynamic base station at a first time, and receiving the first wireless signal at the mobile. The method also includes transmitting a second wireless signal from the mobile in response to receiving the first wireless signal, and receiving the second wireless signal at the dynamic base station at a second time. The method also includes determining a time difference between the first time and the second time, determining an angle of arrival of the second wireless signal, and locating the mobile based on the angle of arrival and the time difference.

In another form, the invention provides a method of locating a target from a base. The base has an omni-directional or directional means for transmitting a base wireless signal. The base also includes a directional means such as an antenna array for receiving an target signal and capable of determining a reception angle of the target signal. The target has a transponding means capable of receiving an activating signal and responding with a target signal. The method includes directionally transmitting the activating signal from the omni-directional means at a first time, activating the transponding means at the target in response to receiving the activating signal, and transmitting a target signal from the transponding means after the transponding means has been activated. The method also includes receiving the target wireless signal at the antenna array means at a second time, determining from the antenna array means the reception angle of the target signal, comparing the first time with the second time to obtain a signal travel time, and locating the target based on the signal travel time and the reception angle of the target signal.

In another form, the invention provides a method of locating a selected one of a plurality of mobiles from a dynamic base. The method includes transmitting a wireless activating signal from the dynamic base at a first time, activating with the wireless activating signal a transponder on each of the plurality of mobiles, in response to activating each transponder, and transmitting with each transponder a wireless signal having a unique mobile signature. The method also includes receiving the wireless signals at the dynamic base at a plurality of arrival times, comparing the unique mobile signature of each wireless signal with a known unique mobile signature of the selected mobile, and identifying the wireless signal of the selected mobile based upon a match between the known unique mobile signal and the unique mobile signal of one of the wireless signals. Furthermore, the method includes determining a reception angle of the wireless signal of the selected mobile, comparing the first time with the arrival time of the wireless signal of the selected mobile to obtain a time difference, and locating the selected mobile based on the time difference and the reception angle.

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Other features and advantages of the invention will become apparent to those skilled in the art upon review of the following detailed description, claims, and drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

In the drawings:

FIG. 1 shows an early warning system according to the invention;

FIG. 2 shows a block diagram of a wireless local positioning system ("WLPS") embodying the invention;

FIG. 3 shows a representation of transmission and reception in the WLPS;

FIG. 4 shows a dynamic base station communicating with a mobile;

FIG. 5 illustrates timing diagrams of signals being received during an interference;

FIG. 6 shows a chart illustrating a probability of overlapping versus a number of transmitter;

FIG. 7 shows a beamformer embodying the invention;

FIG. 8A shows a chart illustrating a probability of detection versus a number of mobiles;

FIG. 8B shows a chart illustrating a probability of detection versus a number of bases;

FIG. 8C shows a magnified chart illustrating a probability of detection versus a number of mobiles of FIG. 8A; and

FIG. 8D shows a magnified chart illustrating a probability of detection versus a number of bases of FIG. 8B.

DETAILED DESCRIPTION

Before any embodiments of the invention are explained in detail, it is to be understood that the invention is not limited in its application to the details of construction and the arrangement of components set forth in the following description or illustrated in the following drawings. The invention is capable of other embodiments and of being practiced or of being carried out in various ways. Also, it is to be understood that the phraseology and terminology used herein is for the purpose of description and should not be regarded as limiting. The use of "including," "comprising," or "having" and variations thereof herein is meant to encompass the items listed thereafter and equivalents thereof as well as additional items. Unless limited otherwise, the terms "connected," "coupled," and "mounted" and variations thereof herein are used broadly and encompass direct and indirect connections, couplings, and mountings. In addition, the terms "connected" and "coupled" and variations thereof are not restricted to physical or mechanical connections or couplings.

FIG. 1 illustrates a vehicle 10 equipped with a vehicle intensified early warning ("VIEW") system 14 according to an embodiment of the invention. The system 14 deploys a secondary surveillance radar system, a secondary radar system, or a dynamic base 18 in the vehicle 10. The radar or the dynamic base system 18 is configured to actively detect for specifically coded transponders or targets such as target 22. A typical target can be a pedestrian carrying a wireless handheld device that includes a specific transponder. For example, a wireless handheld device can be a cell phone, a personal digital assistant ("PDA"), a smart badge worn by children, a specially coded key chain, an animal collar equipped with a transponder, and the like.

Particularly, the radar or the dynamic base system 18 transmits energy bursts consisting of a code specially designed for the vehicle early warning system 14. A transponder of the target 22 detects the code transmitted by a wireless system and automatically responds to the received radar signal. Here,

the target announces its presence in a space under investigation or a coverage area by the radar or the dynamic base system **18** by sending a burst of energy containing a code (the target's identifier code, e.g., long codes) back to the radar or the dynamic base system **18**. The VIEW system **14** also includes other elements such as an antenna **26**, a processor **30**, and a plurality of sensors **34**. The radar or the dynamic base system **18** is configured to be actively sending out detecting signal repetitively. Once the target **22** (that is equipped with a transponder and a unique transponder code) approaching a predetermined distance within a zone of the radar or the dynamic base system **18**, the transponder reacts to the sent signal by transmitting the unique transponder code back to the vehicle. The VIEW system **14** and the antenna **26** are also configured to determine the direction in which the target **22** relative to the vehicle **10** with a plurality of signal arrival angles **38**, detailed hereinafter. Similarly, a central processing unit **42** can also be coupled to receive the processed data from the system **14**, and to combine the data with the output of a vision warning system **46**. The central processing unit **42** will determine if any action is necessary.

Hence, each transponder is equipped with a specific transponder code unique for that transponder thereby differentiating one transponder from another. That is, if more than one target is available in the area under investigation, the individual targets can be recognized by the radar system **18**. In this way, the early warning system does not need to perform a complex statistical signal processing to detect or recognize the targets in a critical risk of impact and to generate triggering signals. The system **14** equipped with the unique transponder code results in a very high probability of detection (almost 1 in a scale from 0 to 1, with 1 being the highest probability), and a very low probability of false alarm (almost zero in a scale from 0 to 1, with 0 being the lowest probability).

FIG. 2 shows a wireless local positioning system ("WLPS") **100** block diagram embodying the invention. The WLPS **100** includes two main components, a dynamic base station ("DBS") **104** and a transponder ("TRX") **108**. The DBS **104**, which acts as an dynamic base, is typically deployed in a mobile object such as vehicle, robot, and handheld device such as pocket computer, personal digital assistant, cell phone, and the like. Similarly, the TRX **108** is typically installed in wireless mobile objects or targets such as handheld devices, robots and vehicles, and acts as an active target. In this regard, the vehicle **10** and target **22** described above with respect to FIG. 1 are examples of a DBS **104** and a TRX **108**, respectively. However, there are some applications in which one or both of the DBS **104** and the TRX **108** may be stationary rather than mobile, or may sometimes move and sometimes stay still. The DBS **104** transmits periodic ID request ("IDR") signals into a coverage area via an omni-directional antenna **112**, when required. Although an omni-directional antenna **112** is shown in FIG. 2, other directional antenna can also be used in conjunction with the transmitter module **136**.

Each TRX **108** is assigned a unique identification ("ID") code. Each TRX **108** also generally includes a simple transceiver that uses a unique signaling transmission and receiving technique, detailed hereinafter. Once the IDR signals generated by the DBS **104** have been detected by a TRX antenna inside the coverage area, the TRX **104** will actively respond to the detected IDR signals. Typically, active responses by the TRX **104** result in a higher probability of detection of the uplink signals when compared with signals generated by passive targets. The WLPS **100** also requires minimum or no

infrastructure operation via the DBS **104** as opposed to a static base station which typically requires communication infrastructures to operate.

Generally, the WLPS **100** is configured to remotely position a TRX **104** within in a line-of-sight ("LOS") of the WLPS **100**. In many applications, however, a high coverage area beyond the LOS is required. A high coverage area is created via multi-hop localization techniques. Generally, when an intended TRX is not within a LOS of a searching DBS **104**, searching signals from the searching DBS **108** will hop on a second DBS **104'**. If the second DBS **104'** is within the LOS of the intended TRX **108**, the searching DBS **104** is considered an indirect DBS ("IDBS"), whereas the second DBS **104'** is considered a direct DBS ("DDBS"). As a result, the IDBS locates a non-LOS TRX via the DDBS that is within a LOS of the intended TRX **108**. In this case, the IDBS needs to find a relative location of the DDBS.

Specifically, the TRX **108** includes a transceiver module **116** and an omni-directional antenna **120**. The transceiver module **116** typically includes a multiple access transceiver **124** such as a code division multiple access ("CDMA") transceiver, or an ultra-wide band ("UWB") transceiver, and a memory **128**. Although the memory **128** is shown being external to the transceiver **124**, the memory **128** can also be internal to the transceiver **124** depending on design. In other embodiments, the transceiver module **116** may also include a standard rake receiver **132**, and a CDMA transmitter. The TRX **108** transmits a unique ID code as soon as the TRX **108** detects the IDR signals sent by the DBS **104**. The unique ID code is assigned permanently at installation, or can be assigned by the DBS **104** depending on application.

The DBS **104**, as shown in FIG. 2, includes a DBS transmitter module **136**. The DBS transmitter module **136** generates the IDR signal at an IDR signal generator **140** every IDR period or repetition time ("IRT") to all TRX's in its coverage area via a multiple access ("MA") module **144** using MA scheme such as CDMA or UWB-MA, and a modulator **148**. FIG. 3 shows a typical timing sequence **300** during a transmission of a IDR signal **302** and reception of an uplink signal **303** from the TRX **108**. The IDR signal **302** generally has a signal duration of τ_{DBS} **304**, and a period of IRT **308**. Between transmissions of the IDR signals **302**, the DBS transmitter **136** generally remains idle while a receiver module **156** of the DBS **104** (FIG. 1) waits for a response from any TRX of duration of τ_{TRX} **312**. A large IRT **308** generally reduces interference effects at the TRX transceiver module **116** due to a presence of other IDR signals **302** transmitted by other DBS's. The modulated IDR signals or the downlink signal **302** is transmitted via an omni-directional or directional antenna **112** depending on application.

If an intended TRX **108** is inside the coverage area, the TRX **108** will respond with a unique ID or an uplink signal via its directional or omni-directional antenna **120**. The uplink signal **303** generally has a duration of τ_{TRX} that is substantially shorter than the time period between IDR signals—the IRT **308**. When the uplink signal **303** is received at a directional antenna array **152**, position of each TRX is tracked by the DBS **104** separately. More particularly, a receiver module **156** receives the uplink signal **303** at an MA receiver **160**, a diversity combiner **164**, an adaptive beamfinder **168**, and an angle of arrival ("AOA") finder **172**. The operation of the receiver module **156** is detailed hereinafter. The DBS **104** also includes a processor **176** to decode the uplink signal and locate the TRX **108**. For collision avoidance applications, the processor **176** also provides a warning signal and controls vehicle brakes when required.

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FIG. 4 shows a general view 400 of how the WLPS 100 finds a TRX position. In general, two factors are used in determining the TRX position, namely, a time of arrival ("TOA") 404, and direction of arrival ("DOA") or AOA 408. Once the uplink signal 303 has been received at the MA receiver 60, the DBS receiver module 156 estimates a round-trip time, and thus determines a distance 412 between the TRX 108 and the DBS 104. For example, the distance between the TRX 108 and the DBS 104 can be established by the TOA 404 of the uplink signal 303 with reference to a starting time of the IDR signal 302. The DOA 408 is determined via the antenna array 152 at the DBS. Specifically, the antenna array 152 uses an AOA detection mechanism. The antenna array 152 also uses a spatial division multiple access ("SDMA") scheme to assist in reducing interference effects.

Interference effects arise when a plurality of DBS's 104 or a plurality of TRX's 108 are used in the WLPS 100. The interference effects in the WLPS 100 are mainly due to a probability-of-overlap ("P_{ovl}") of signals received from the DBS 104 at the TRX transceiver 116, or signals received from the TRX 108 at the DBS receiver module 156. Also, other issue includes range ambiguity at the DBS 104 due to signals transmitted by one TRX 108 in response to IDR signals 302 received from a plurality of DBS's 104. Details of these signal effects are described hereinafter.

In a case where more than one DBS 104 may transmit IDR signals 302 in a specific coverage area, the TRX transceiver 124 is subject to an inter-DBS interference ("IBI"). Selecting a large IRT and using different MA schemes such as direct sequence CDMA ("DS-CDMA") mitigate the IBI effect at the TRX transceiver 124. Particularly, selecting a large IRT will generally reduce the probability-of-overlap of the received signals from different DBS's at the TRX 108, thus enhance a probability-of-detection ("POD") of the received signals.

When a number of TRX's 108 in the WLPS coverage area respond to the IDR signal 302 from a DBS 104 simultaneously, an inter-TRX-interference ("IXI") effect at the DBS receiver 156 occurs. FIG. 5 shows two timing diagrams 500, 550 illustrating different types of IXI effects. The timing diagram 500 shows two overlapping ID signals 504, 508 from two TRX's in response to an IDR 512 from a DBS 104. Both ID signals 504, 508 are received within IRT_{min} 516 that are independent of the selection of IRT 520. Unlike the IBI effects, selecting a large IRT 308 generally does not reduce the IXI effects since the responses from the TRX's 108, 504, 508 are received within a minimum IRT 504 determined by a maximum coverage range of the DBS 104 at all times. To reduce the IXI effects, MA techniques are used for TRX or ID signal transmissions, while directional antenna 152 and beamforming ("BF") techniques are used at the adaptive beamformer 168 of the DBS 104.

When the TRX 108 uses the same ID signal, or the same MA scheme for IDR's, a range ambiguity occurs. There are a few sources of range ambiguity at the DBS 104. For example, in a coverage area where more than one DBS is present, each TRX 108 located may generate ID in response to more than one DBS within an IRT. As a result, both the IXI effects and the range ambiguity occur. The timing diagram 550 of FIG. 5 shows three ID signals 554, 558, 562 from a TRX are received by three different DBS's in response to three different IDR's. Each of the ID signals 554, 558, 562 has a corresponding TOA, 566, 570, 574, respectively. The three TOA's 566, 570, 574 therefore form a unique range (R₅₅₄, R₅₅₈, R₅₆₂) which correspond to 566, 570, and 574, respectively. Like the IXI effects are reduced via the MA schemes and the BF techniques as discussed, the range ambiguity is reduced by dif-

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ferent combinations of MA and IDR assignments for each DBS 104. In this way, a TRX 108 can distinguish a DBS 104 from another DBS 104' by a unique IDR.

For another example, if an ID signal or a response to an IDR signal 512 is not received by a DBS 104 within the IRT 520, distances between the DBS 104 and the TRX 108 can be improperly determined. As a result, a DBS 104 generally selects more than one minimum value for the IRT. The minimum value for the IRT is determined by a maximum coverage or a maximum range R_{max}. Considering the maximum uplink antenna array 152 with half power beam widths ("HPBW") β to be less than 90°, the IRT can be determined as follows, which defines a lower limit or a minimum for IRT:

$$IRT \geq IRT_{min} = 2T_{max} + T_d + T_G$$

where T_{max} denotes a maximum possible time delay between a TRX transmission and a DBS reception, T_d is a TRX time delay in responding to the IDR signal, and T_G is a guard band time that corresponds to:

$$T_G = 5T_m + \tau_{DBS} + \tau_{TRX}$$

where T_m is a channel delay spread, while τ_{DBS} and τ_{TRX} are durations of DBS and TRX transmission signals, respectively. Using simple geometry, T_{max} is determined by R_{max} and β via

$$T_{max} = R_{max} \frac{(1 + \cos^{-1} \beta)}{2c}$$

where c is the speed of light. The maximum possible time delay of IRT is therefore a function of velocities of the moving TRX and DBS, and the required processing time which varies with applications. In general, the IRT is selected large enough to reduce IBI effects at the TRX receiver. However, a large value of IRT does not affect the IXI, since all of the signals are received by the DBS receiver within T_{max}, which is mainly a function of a maximum coverage range.

The probability-of-overlap has a profound effect on the performance of any TRX or DBS receiver. In general, the probability-of-overlap is a function of the total number of DBS 104 and TRX 108 in the coverage area, and corresponds to

$$P_{ovl} = 1 - (1 - d_c)^{K-1}$$

where d_c is a duty cycle, and d_c = τ/T, τ = τ_{DBS} or τ_{TRX} is the duration of DBS (TRX) transmitted signal, and T = T_{DBS} or T = T_{TRX} = IRT, and K is the total number of DBS and TRX in the coverage area. In such a case, T_{DBS} = IRT_{min}, as determined earlier. In other embodiments, T_{DBS} can be selected based on design and applications. FIG. 6 shows a plurality of curves 600 depicting p_{ovl} 604 as a function of the number of transmitters (TRX or DBS) 608 for different duty cycles 612. Specifically, as the duty cycle 612 gets smaller, the probability of overlapping decreases. In addition, similar to d_c being a function of τ_{DBS} and τ_{TRX}, performance of both p_{ovl} and the POD of the WLPS 100 also depend on τ_{DBS} and τ_{TRX}. As shown in FIG. 6, selecting a large enough T_{TRX} thus reduces the IBI effects at the TRX transceiver 124.

In general, selecting values for τ_{DBS} or τ_{TRX} depends on a desired system capacity in terms of the number of TRX 108 and DBS 104 to be accommodated, a system bandwidth and maximum coverage, and applications of the WLPS 100. In general, both τ_{DBS} and τ_{TRX} are smaller than the IRT to reduce the probability-of-overlapping among signals received by the

receivers **124**, **156** of TRX **108** and DBS **104**, respectively. A small P_{ovl} generally decreases both the IBI at the TRX, and the IXI effects at the DBS **108**, thereby improves the POD, a positioning accuracy, and a system capacity of the WLPS **100**. On the other hand, the system capacity expressed by a maximum number of TRX **108** or DBS **104** determines the number of bits used in each ID code to be transmitted over a period of τ_{DBS} or τ_{TRX} . For a given system capacity, a WLPS bandwidth required for the ID code transmission is inversely proportional to τ_{DBS} or τ_{TRX} . A large IRT therefore allows a large τ_{DBS} when compared to τ_{TRX} without sacrificing P_{ovl} at the TRX transceiver **124**. Hence, the WLPS bandwidth is mainly determined by the value of τ_{TRX} .

As discussed earlier, the IXI or IBI effects at the DBS receiver **156** or at the TRX transceiver **124** can be mitigated via selecting a large d_c , and selecting different MA schemes. Furthermore, a large IRT reduces the d_c and consequently the IBI effects at the TRX transceiver **124**, while a large IRT does not reduce the IXI effects at the DBS receiver. Hence, while a transceiver **124** or **156** may result in a high TRX POD performance, performance of the DBS **104** is improved via a combination of MA schemes such as DS-CDMA and SDMA.

In one embodiment, the WLPS **100** includes standard transceivers **136** and **156**, **116** at the DBS **104** and at the TRX **108**, respectively. The transmitted signals from the DBS **104** and the TRX **108** are dependent on factors such as a maximum allowable number of bits per ID, and an actual number of bits used in an ID. If a frequency selective channel is used, the uplink or the ID signals received at the DBS **104** are a mixture of signals from different users and different paths. The mixture of signals can be a combination of a total number of users, a number of paths for the users, a channel fading effect including long-term fading and short term fading, time delay, and a random phase for the user's path, among other things.

As discussed earlier, BF techniques reduce the interference signal from other users and other paths. FIG. 7 shows an exemplary WLPS **700** with a frequency selective channel. The WLPS **700** includes a plurality of antennas **704**, and a plurality of rake receivers **708** coupled to a plurality of beamforming paths **712**. The signals are first detected by the antennas **704**, the detected wireless signals are fed through the rake receivers **708** for processing. Outputs of the rake receivers are then fed to the beamforming paths **712**. Outputs of the beamforming paths are thereafter combined at a combiner **716**, and fed to an ID detector **720**.

Exemplary applications of the WLPS **100** are illustrated as follows.

In one embodiment, the WLPS **100** is applied to a multi-robot cooperation system. In the application, both the DBS **104** and the TRX **108** are mounted on all robots. Multi-robot structures have important applications in space applications, safety systems, and defense technology. In another embodiment, the WLPS **100** includes a collision avoidance system **10**. In the collision avoidance system **10**, both the TRX **108** and the DBS **104** are mounted on all vehicles to prevent vehicle-to-vehicle collision, while pedestrians are required to be equipped with a TRX **108**.

In yet another embodiment, the WLPS **100** includes an airport security system. In the airport security system, security personnel are equipped with both the DBS **104** and the TRX **108**, while other people are required to be equipped with the TRX **108** only. In this way, security personnel will be capable of locating all people in an airport environment. In the application, the DBS **104** may be installed in some positions in hallways, for example, to enhance the coverage area beyond the LOS. This is an example of an application in which the DBS **104** is stationary. In addition, multi-hop local-

ization techniques can also be used to extend the coverage area of the DBS **104**. In some cases such as indoor applications, UWB-MA systems can be configured to accurately estimate the DOA and the TOA.

In yet another embodiment, the WLPS **100** includes a defense system. The defense system includes a central controller that is equipped with the DBS **104**, whereas a commander chain is equipped with both the DBS **104** and the TRX **108**, and soldiers are equipped with the TRX **108**.

In yet another embodiment, the WLPS **100** is used for law enforcement issues. For example, police vehicles can be equipped with a DBS **104**, with a capability of reading the contents of ID codes of each vehicle includes the vehicle make, ownership information, and the like.

Besides vehicle-to-vehicle and vehicle-to-pedestrian collision avoidance, the WLPS **100** has other commercial embodiments. For example, the WLPS **100** can be implemented as a driving aid, monitoring aid, and vehicle office. As a navigational system, the WLPS **100** can help drivers to drive safely and avoid heavy traffic. As a monitoring system, the WLPS **100** is able to collect information instantaneously for emergency help and security controlling.

Specifically, the WLPS **100** can be implemented as a lane-merging-danger-predictor. In either highway or urban streets, most collision accidents happen when driver switches lanes without checking a blind spot behind the driver. The WLPS **100** installed on a vehicle allows the driver to be notified for example with a beep, if there is a vehicle behind the driver closely, the driver will not switch lanes. In this application, directional antennas **112** are used with the DBS **104** transmitter **136** for specific coverage areas.

Another application of the WLPS **100** is automatic traffic sign notification. In urban area, the TRX can be installed on stop signs, street sign, one way street sign, yield sign, gas station, and the like, the driver can be alerted of the signs ahead automatically, for example, by voice and/or text.

Also, on interstate highways, the TRX **108** can be installed on exit signs. In this way, the driver will not have to miss a particular exit. The driver can even set a vehicle destination exit, and the driver will be notified when the destination exit is near. Furthermore, installing the TRX **108** on the retro-reflective pavement markers used to guide drivers on highway, an auto-pilot system can drive the vehicle via these guiding signals.

In addition to the driving aid, the WLPS **100** can also be employed in heavy traffic controls. For example, a parking lot of a stadium can install a unique TRX **108**. When the lot is full, the TRX **108** will transmit a "full" signal, and the drivers will be notified. In general, the application of WLPS **100** in driving is to "PUSH" the information to drivers, and then the driver does not need to "PULL" the information by the operator.

As for administration, the WLPS **100** can be used as an alternative ID of a vehicle. The transmitted signal of a TRX **108** on the vehicle can include the vehicle's maker, year, color, VIN, plate number, owner's name, and the like. Therefore, a TRX can be used as an ID of the vehicle. The transmitted ID is generally encrypted to ensure privacy. Considering that access time to each ID is quite short, it is very time consuming to decrypt the ID via brutal decoding. Only authorized people such as police cars may have privileges to read the contents of the ID. All vehicle information including position, speeds and brief information, are shown in a small screen. When accidents happen, a policeman and an ambulance can retrieve the vehicle's information and location before arriving.

Furthermore, the WLPS **100** can also be applied to automatic toll payment. In cities where vehicles have to stop by some toll booths to pay tolls which slows down the traffic considerably in many cases. With the WLPS **100**, the vehicles bypass these stations, and a charging process is taken automatically when they pass through. In this way, the drivers do not need to carry any coin or cash, the stations save their human-power cost, and the traffic becomes smooth. In this example, the toll booth acts as a stationary DBS.

The WLPS **100** can be considered as an add-on to a vehicle. For example, the WLPS **100** is a part of a vehicle. The WLPS **100** will co-operate with a vehicle self-diagnostic system, a GPS system, a mobile communication system, an auto-pilot system, and the like. Also, considering each vehicle as a node of a wireless sensor network, the vehicles can exchange their information. By implementing the WLPS **100**, the drivers are able to use their vehicle as an office. The police can monitor the traffic, trace the stolen car, locate an accident, stop a heavily damaged car, etc. In general, the WLPS **100** helps the information exchange between drivers, polices and the road utilities in the future vehicles.

In one embodiment, the WLPS system includes a plurality of TRX's, a multi-path environment. The ID code has six bits, the DS-CDMA code has 64 chips, the channel delay spread for a typical street area is 27 nsec, and the carrier frequency is 3 GHz, τ_{DBS} is 24 μ sec, τ_{TRX} is 1.2 μ sec. Other features include a maximum coverage range of 1000 m, the antenna array being linear with four elements with antenna element separation of 0.05 m and HPBW being 27°, and four multi-paths leading to four fold path diversity. Furthermore, the TRX distance is uniformly distributed in [0 1] km, the TRX angle is uniformly distributed in [0 π], the TRX TOA is uniformly distributed in [0 T_{max}] with T_{max} being 3.3 μ sec, a uniform multi-path intensity profile, i.e., bit energy is distributed in each path identically, binary phase shift keying ("BPSK") modulation, and perfect power control and TOA estimation. Based on the setup, the minimum IRT, IRT_{min} is 9.83 μ sec. A value of IRT=24 msec is also selected to reduce the IBI effects. With the τ_{DBS} and τ_{TRX} , the bandwidth of a DS-CDMA (standard) transmitter is 320 MHz (5 MHz) for the TRX, 16 MHz (250 KHz) for the DBS, which is much smaller than the TRX bandwidth. Hence, the WLPS bandwidth is mainly determined by the TRX transmission bandwidth, as expected. In addition, using these parameters, the duty cycle for the DBS and the TRX receivers correspond to $d_{c,DBS}$ =0.1 and $d_{c,TRX}$ =0.001. In some cases, the WLPS **100** has a bandwidth between about 2 GHz and 3 GHz, or between 100 MHz and 10 GHz depending on application.

As discussed earlier, the IBI effects at the TRX receiver can be considerably reduced by selecting a large IRT. However, the selection will not affect the IXI effects at the DBS receiver **156**. Hence, a TRX transceiver module **116** can be implemented by the transceiver **124**, or by using a DS-CDMA scheme without BF. The DBS receiver **156**, however, needs a combination of DS-CDMA and BF. A small $d_{c,TRX}$ =0.001 at the TRX transceiver **124** leads to a small p_{ovl} , which leads to small IBI effects and high POD. In contrast, a large $d_{c,DBS}$ being about 0.1 at the DBS receiver leads to a high p_{ovl} that results in high IXI effects. Both BF and CDMA techniques help to reduce the IXI effects at the DBS.

The probability of detection of the DBS receiver is shown in FIG. **8A** which shows the POD versus a number of TRX's for a standard transceiver **124** and a DS-CDMA transceiver **132**, without antenna arrays **152** and BF **168**. FIG. **8A** also shows that in general the POD decreases as the number of TRX's increases, which is a direct result of the IXI effects. As to the impact of BF, the use of BF does not affect much the

capacity in terms of number of TRX's for a standard receiver, but it considerably enhances the capacity of the DS-CDMA system. Merging DS-CDMA with BF thus enhances the POD performance of the WLPS system.

The POD results for a TRX transceiver **124** using a standard receiver is shown in FIG. **8B** which shows that a standard TRX receiver achieves good POD performance, although the POD performance can be improved if a larger IRT value, or a smaller τ_{DBS} value is used. For example, occupying the same bandwidth as DS-CDMA, a standard receiver has τ_{DBS} or τ_{TRX} to be 1/64th of that of a DS-CDMA system. In such a case, the same number of path diversity as the DS-CDMA receiver, that is, four fold diversity, can be achieved. In some cases, the system has a bandwidth between about 2 GHz and 3 GHz, or between 100 MHz and 10 GHz.

FIG. **8B** shows that, with similar bandwidths, a DS-CDMA system with duty cycle 64 times higher than a standard receiver leads to almost a same performance curve. The top two curves in FIG. **8A** for standard and DS-CDMA receivers with BF are magnified in FIG. **8C**. FIG. **8C** shows that standard receiver outperforms DS-CDMA receiver for DS-CDMA with high duty cycles. In this case, the standard receiver leads to a capacity more than two times of DS-CDMA receiver at the POD=0.99. For the TRX transceiver **124**, p_{ovl} statistics with d_c about 0.000015 is depicted. The low probability leads to the high TRX standard receiver POD performance shown in FIG. **8B**. However, FIG. **8B** also shows that DS-CDMA receiver outperforms standard receiver for DS-CDMA with low duty cycles. For airport security where the data rate is not critical, the IRT can be chosen larger than 24 msec for even better TRX standard receiver POD performance.

Various features and advantages of the invention are set forth in the following claims.

The invention claimed is:

1. A method of locating an immobile target fixedly positioned at a location via a mobile base, the method comprising: transmitting a first wireless signal from the mobile base at a first time; receiving the first wireless signal at the immobile target fixedly positioned at the location; transmitting a second wireless signal from the immobile target in response to receiving the first wireless signal; receiving the second wireless signal at the mobile base at a second time; determining a time difference between the first time and the second time; determining an angle of arrival of the second wireless signal; and locating the immobile target based on the angle of arrival and the time difference.
2. The method of claim 1, wherein transmitting the first wireless signal comprises: generating an identification request; and modulating the identification request with a multiple access scheme.
3. The method of claim 2, wherein the multiple access scheme comprises at least one of a code-division multiple access ("CDMA") scheme, a direct sequence CDMA ("DS-CDMA"), a synchronous CDMA ("SCDMA"), and an ultra-wide band multiple access ("UWB-MA").
4. The method of claim 1, wherein transmitting the first wireless signal comprises providing a carrier frequency between about 2 GHz and about 3 GHz.
5. The method of claim 1, wherein receiving the second wireless signal comprises receiving the second wireless signal at least one of an antenna array and a rake receiver array.

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6. The method of claim 1, wherein transmitting the first wireless signal comprises transmitting the first wireless signal using at least one of a long term fading technique, and short term fading technique.

7. The method of claim 1, further comprising providing a communication bandwidth between about 10 MHz and about 10 GHz.

8. The method of claim 1, further comprising beamforming the second wireless signal.

9. The method of claim 1, wherein transmitting the first wireless signal comprises omni-directionally transmitting the first wireless signal.

10. The method of claim 1, wherein determining a time difference comprises determining a velocity of the mobile base.

11. A method of locating an immobile target fixedly positioned at a location from a mobile base, wherein the mobile base has an omni-directional means for transmitting a base wireless signal, and an antenna array means for receiving a target signal and capable of determining a reception angle of the target signal, and the target at the fixed location has a transponding means capable of receiving an activating signal and responding with a target signal, the method comprising:
 omni-directionally transmitting the activating signal from the omni-directional means at a first time while moving the mobile base;
 activating the transponding means at the immobile target fixedly positioned at the location in response to receiving the activating signal;
 transmitting a wireless target signal from the transponding means after the transponding means has been activated;
 receiving the target signal at the antenna array means at a second time;
 determining from the antenna array means the reception angle of the target signal;
 comparing the first time with the second time to obtain a signal travel time; and
 locating the immobile target based on the signal travel time and the reception angle of the target signal.

12. The method of claim 11, wherein transmitting the activating signal comprises:
 generating an identification request; and
 modulating the identification request with a multiple access scheme.

13. The method of claim 12, wherein the multiple access scheme comprises at least one of a code-division multiple access ("CDMA") scheme, a direct sequence CDMA ("DS-CDMA"), a synchronous CDMA ("SCDMA"), and an ultra-wide band multiple access ("UWB-MA").

14. The method of claim 13, wherein transmitting the activating signal comprises providing a carrier frequency between about 2 and about 3 GHz.

15. The method of claim 11, wherein receiving the target wireless signal comprises receiving the target wireless signal at a rake receiver array.

16. The method of claim 11, wherein transmitting the activating signal comprises transmitting the activating signal using at least one of a long term fading technique, and short term fading technique.

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17. The method of claim 11, further comprising providing a communication bandwidth between about 10 MHz and 10 GHz.

18. The method of claim 11, further comprising beamforming the target wireless signal.

19. A method of locating a selected one of a plurality of immobile targets fixedly positioned at respective locations from a mobile base, the method comprising:

transmitting a wireless activating signal from the mobile base at a first time;
 activating with the wireless activating signal a transponder on each of the plurality of immobile targets at their respective fixed locations;
 in response to activating each transponder, transmitting with each transponder at its fixed location a wireless signal having a unique mobile signature;
 receiving the wireless signals at the mobile base at a plurality of arrival times;
 comparing the unique mobile signature of each wireless signal with a known unique mobile signature of the selected immobile target;
 identifying the wireless signal of the selected immobile target based upon a match between the known unique mobile signal and the unique mobile signal of one of the wireless signals;
 determining a reception angle of the wireless signal of the selected immobile target;
 comparing the first time with the arrival time of the wireless signal of the selected immobile target to obtain a time difference; and
 locating the selected immobile target based on the time difference and the reception angle.

20. The method of claim 19, wherein transmitting the wireless activating signal comprises:
 generating an identification request; and
 modulating the identification request with a multiple access scheme.

21. The method of claim 20, wherein the multiple access scheme comprises at least one of a code-division multiple access ("CDMA") scheme, a direct sequence CDMA ("DS-CDMA"), a synchronous CDMA ("SCDMA"), and an ultra-wide band multiple access ("UWB-MA").

22. The method of claim 19, wherein transmitting the wireless activating signal comprises providing a carrier frequency between about 2 GHz and about 3 GHz.

23. The method of claim 19, wherein receiving the mobile wireless signal comprises receiving the mobile wireless signal at a rake receiver array.

24. The method of claim 19, wherein transmitting the wireless activating signal comprises transmitting the wireless activating signal using at least one of a long term fading technique, and short term fading technique.

25. The method of claim 19, further comprising providing a communication bandwidth between about 10 MHz and 10 GHz.

26. The method of claim 19, further comprising beamforming the mobile wireless signal.

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