#### Pilot Structure for 16m Uplink MIMO Collaborative Spatial Multiplexing

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Purpose:

Source:

To describe the uplink pilot structure for MIMO collaborative spatial multiplexing and to include the description in the physical layer chapter of SDD.

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# Pilot Structure for 16m Uplink MIMO Collaborative Spatial Multiplexing (CSM)

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# **Problem Statement: 16e UL-MIMO-CSM Tile**



- According to the 16e standard:
  - Timing offset is within **±**8 samples (  $\Delta \tau$  )
  - Frequency offset is assumed to be  $\pm$  200 Hz (  $\Delta f$  , 2% inter-carrier spacing for 10 MHz)
- Receiver must estimate and correct for timing offset and frequency offsets.
- Both timing offset and frequency offset manifest as phase ramps.
- For 16e UL-MIMO-CSM pilot structure, it is difficult to ascertain whether the phase roll was created due to timing or frequency offset since we only have the diagonal pilots.

# Signal Model

The output of the FFT at the i<sup>th</sup> BTS Rx antenna and p<sup>th</sup> tile, k<sup>th</sup> tone and I<sup>th</sup> OFDM symbol

$$y_{i,p}(k,l) = \exp\left[j\left(\theta(k,l)\right)\right]h_{i,p}(k,l)x_p(k,l) + u_{i,p}(k,l)$$

- > Total phase ramp:  $\theta(k,l) = \theta_t(k) + \theta_f(l)$
- > Timing Offset (phase ramp along freq. dimension):  $\theta_t(k) = -2\pi \frac{k}{N} \Delta \tau$
- > Freq. Offset (phase ramp along time dimension):  $\theta_f(l) = 2\pi l\varepsilon$
- > W is the bandwidth, N FFT size

 $\mathcal{E} = \frac{\Delta f}{(W/N)}$ 

x<sub>p</sub>(k,l) is the pilot symbol p<sup>th</sup> tile, k<sup>th</sup> tone and l<sup>th</sup> OFDM
h<sub>i,p</sub>(k,l) is the frequency response of the channel i<sup>th</sup> BTS Rx antenna and p<sup>th</sup> tile, k<sup>th</sup> tone and l<sup>th</sup> OFDM symbol

# **Uplink Tile/Pilot Structure**



# **Exploiting the New Pilot Structure (1)**

- The rotating pilot structure along tiles of a sub-channel are used to separate the phase contribution due timing offset ( $\theta_t$ ) from the phase contribution due to frequency offset ( $\theta_f$ ) by creating two independent equations with the two unknowns
- Examine the following two equations generated by two vertical tiles in the same sub-channel (tiles p and p+1) for a given antenna

$$z_{p} = \left[\frac{y_{i,p}(k,l)}{x_{p}(k,l)}\right]^{*} \left[\frac{y_{i,p}(k+3,l+2)}{x_{p}(k+3,l+2)}\right] , \quad \measuredangle z_{p} = 2\theta_{f} + 3\theta_{f}$$

$$z_{p+1} = \left[\frac{y_{i,p+1}(k+3,l)}{x_{p+1}(k+3,l)}\right]^* \left[\frac{y(k,l+2)}{x_{p+1}(k,l+2)}\right] , \quad \measuredangle z_{p+1} = 2\theta_f - 3\theta_t$$

# **Exploiting the New Pilot Structure (2)**

- It is easy to solve now for the two unknowns (phase contribution due timing offset and phase contribution due to frequency offset) from the two independent equations, or
- > An alternative is to

$$\theta_{t} = \frac{1}{4} \measuredangle \left( z_{p} z_{p+1} \right)$$
$$\theta_{f} = \frac{1}{6} \measuredangle \left( z_{p} z_{p+1}^{*} \right)$$

- The estimates of the phase contribution due timing offset and phase contribution due to frequency offset shown in this example are from a pair of tiles and a single antenna. These estimates can be improved using multiple tiles and multiple antennas
  - Tiles in sub-channels are used to improve the estimates
  - Antennas at the receiver can also be used to improve the estimates

# **Simulation Scenario I**

SS#1, SS#2: 16QAM Rate ¾, Ped B, 3 kmph.

Tim. Off. SS#1	Tim. Off. SS#2	Freq. Off. SS#1	Freq. Off. SS#2
(Samples)	(Samples)	(Hz)	(Hz)
0	0	0	0
8	8	200	200
8	-8	200	200
-8	-8	200	200
8	8	200	-200
8	8	-200	-200

# SS #1, SS #2: 16QAM 3/4, Ped B, 3 kmph Tim Off. (Samples): (0,0), Freq Off. (Hz): (0,0)



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# SS #1, SS #2: 16QAM 3/4, Ped B, 3 kmph Tim Off. (Samples): (8,8), Freq Off. (Hz): (200,200)



#### SS #1, SS #2: 16QAM 3/4, Ped B, 3 kmph Tim Off. (Samples): (8,-8), Freq Off. (Hz): (200,200)



# SS #1, SS #2: 16QAM 3/4, Ped B, 3 kmph Tim Off. (Samples): (-8,-8), Freq Off. (Hz): (200,200)



#### SS #1, SS #2: 16QAM 3/4, Ped B, 3 kmph Tim Off. (Samples): (8,8), Freq Off. (Hz): (200,-200)



### SS #1, SS #2: 16QAM 3/4, Ped B, 3 kmph Tim Off. (Samples): (8,8), Freq Off. (Hz): (-200,-200)



# **Simulation Scenario II**

SS#1, SS#2: 16QAM Rate ½, Ped B, 3 kmph.

Tim. Off. SS#1	Tim. Off. SS#2	Freq. Off. SS#1	Freq. Off. SS#2
(Samples)	(Samples)	(Hz)	(Hz)
0	0	0	0
8	8	200	200
8	-8	200	200
-8	-8	200	200
8	8	200	-200
8	8	-200	-200

# SS #1, SS #2: 16QAM 1/2, Ped B, 3 kmph Tim Off. (Samples): (0,0), Freq Off. (Hz): (0,0)



# SS #1, SS #2: 16QAM 1/2, Ped B, 3 kmph Tim Off. (Samples): (8,8), Freq Off. (Hz): (200,200)



#### SS #1, SS #2: 16QAM 1/2, Ped B, 3 kmph Tim Off. (Samples): (8,-8), Freq Off. (Hz): (200,200)



# SS #1, SS #2: 16QAM 1/2, Ped B, 3 kmph Tim Off. (Samples): (-8,-8), Freq Off. (Hz): (200,200)



# SS #1, SS #2: 16QAM 1/2, Ped B, 3 kmph Tim Off. (Samples): (8,8), Freq Off. (Hz): (200,-200)



# SS #1, SS #2: 16QAM 1/2, Ped B, 3 kmph Tim Off. (Samples): (8,8), Freq Off. (Hz): (-200,-200)



# **Simulation Scenario III**

SS#1, SS#2: 4QAM Rate ½, Veh A, 60 kmph.

Tim. Off. SS#1	Tim. Off. SS#2	Freq. Off. SS#1	Freq. Off. SS#2
(Samples)	(Samples)	(Hz)	(Hz)
0	0	0	0
8	8	200	200
8	-8	200	200
-8	-8	200	200
8	8	200	-200
8	8	-200	-200

# SS #1, SS #2: 4QAM 1/2, Veh A, 60 kmph Tim Off. (Samples): (0,0), Freq Off. (Hz): (0,0)



# SS #1, SS #2: 4QAM 1/2, Veh A, 60 kmph Tim Off. (Samples): (8,8), Freq Off. (Hz): (200,200)



### SS #1, SS #2: 4QAM 1/2, Veh A, 60 kmph Tim Off. (Samples): (8,-8), Freq Off. (Hz): (200,200)



# SS #1, SS #2: 4QAM 1/2, Veh A, 60 kmph Tim Off. (Samples): (-8,-8), Freq Off. (Hz): (200,200)



# SS #1, SS #2: 4QAM 1/2, Veh A, 60 kmph Tim Off. (Samples): (8,8), Freq Off. (Hz): (200,-200)



# SS #1, SS #2: 4QAM 1/2, Veh A, 60 kmph Tim Off. (Samples): (8,8), Freq Off. (Hz): (-200,-200)



# **Text for the SDD**

The s-th (s = 0,1) subscriber in the uplink MIMO CSM pair shall use tile structure t (t = 0,1) on the k-th tile, where t = mod(s+k,2)

