

3D PROPELLER-Based Diffusion Weighted Imaging

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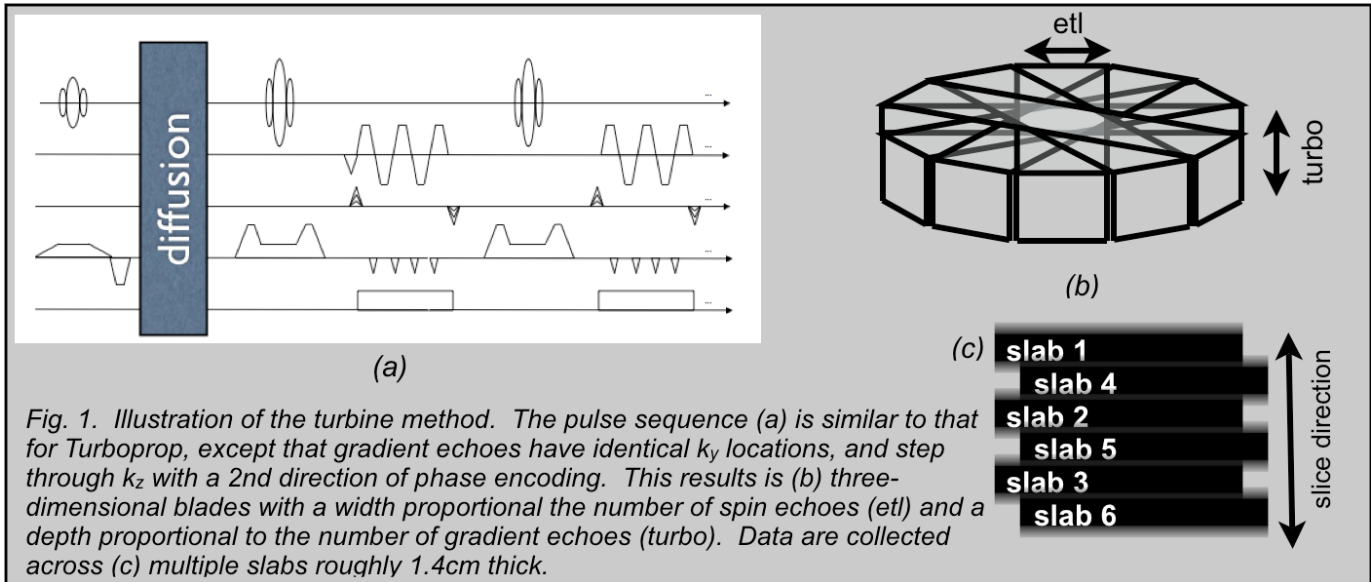
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Introduction

PROPELLER [1] and Turboprop DWI [2] have shown advantages over traditional EPI DWI which include higher resolution, relative insensitivity to motion and robustness to off-resonance. In this work, we propose a new sequence dubbed TURBINE (TURBoprop IN Elevation), which adapts the TurboProp scheme to 3D DWI imaging. The potential benefits of this approach over EPI and turboprop include higher SNR efficiency, lower SAR and MTS, reduced off-resonance artifacts and 3D phase correction. The method also offers the potential for 3D zero padding and 3D motion correction although these were not part of this study.

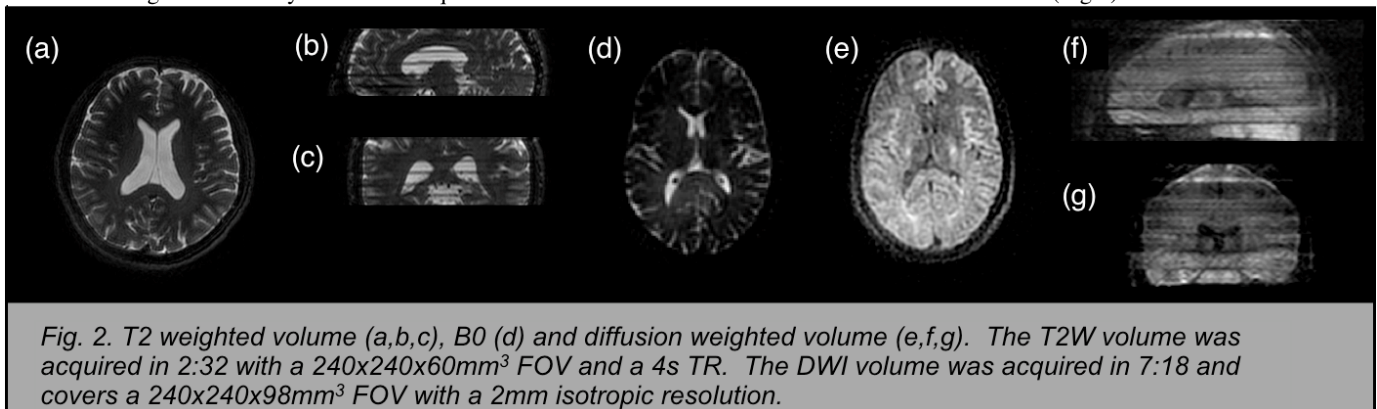
Methods

The TURBINE trajectory is based on the turboprop sequence where the gradient echoes are placed in the slice encoding direction (Fig 1a). The k_z encoding positions are spaced by $(1/\text{slab thickness})$ instead of $(1/\text{FOV})$, greatly increasing the speed of the k_z trajectory, thus minimizing warping by factors of ~ 20 .



Experiments and Results

T2W and DW images of a healthy brain were acquired on a GE SIGNA 3T scanner with an 8-channel brain coil (Fig.2)



Discussion

The proposed method suggests a way to obtain 3D DWI, an application of high clinical relevance. However, several issues need to be resolved. Appropriate RF phase cycling [3] could mitigate the signal variation/attenuation in the DW (non-CPMG) sequence. This effect is thought to be responsible for the shading in the center of the brain and the low SNR in (Fig.2e-g). Different methods are also being investigated to correct the inconsistent shading between slices.

References:

- [1] Pipe JG, et al, MRM (47), 42-53, 2002.
- [3] Le Roux, P. JMR. v155, p278-292, 2002.

- [2] Pipe JG, et al, MRM (55), 380-385, 2006.

Acknowledgements

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