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| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 2.2.3 | 1 | | Level transition from L1 to LNTC LZB. Degraded braking conditions + maximum train length. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 1 to level NTC LZB is performed correctly, without abrupt changes in the permitted speed. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 1 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | NR | |
| Additional starting conditions | | | | The train is approaching a BG with level NTC LZB transition announcement. The first signal after the level transition border is in stop aspect. The braked weight percentage entered in the train data entry is the corresponding to the worst running conditions, and the entered train length is the maximum train length possible. | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The train receives the level transition announcement via balise group. | DMI (O) | | Level NTC LZB transition announcement  Continuous supervision of Vpermitted | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL = 2  M\_MODE = 0  Packet 41 | | |  |
| D\_LEVELTR = D1  M\_LEVELTR = 1  L\_ACKLEVELTR = L1  NID\_NTC  DMI\_SYMB\_STATUS  LE08 | | |
| 2 | The EVC runs the distance “D1-L1” at which the acknowledgement window of the transition to Level NTC LZB is shown to the driver. | DMI (O) | | Level NTC LZB acknowledgement is displayed | | |  |
| Continuous supervision of Vpermitted | | |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end=D1-L1-L\_DOUBTUNDER  DMI\_SYMB\_STATUS  LE09 | | |  |
| 3 | The driver acknowledges the level transition | DMI (O) | | Level NTC LZB acknowledgement disappears  Continuous supervision of Vpermitted | | |  |
| DMI (I) | | Driver acknowledges the level transition. | | |
| JRU | | M\_DRIVERACTIONS = 10 | | |  |
| 4 | The EVC runs the distance "D1" or the balise group with level transition order to LNTC LZB is read | DMI (O) | | Continuous supervision of Vpermitted | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41 | | |  |
| D\_LEVELTR =32767  M\_LEVELTR = 1  NID\_NTC = 10 (LZB) | | |
| 5 | The EVC switches to Level NTC LZB (without abrupt changes in the permitted speed) | DMI (O) | | Level NTC Symbol  SN Symbol  LNTC LZB transition announcement disappears  Continuous supervision of Vpermitted | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=1  M\_MODE=13 | | |  |
| DMI\_SYMB\_STATUS  LE02, MO19 | | |
| 6 | NTC LZB continues with LZB transmission | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 7 | The train stops close to the closed signal | DMI (O) | | Continuous supervision of Vpermitted up to Vpermitted = 0. | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| Final state | | Level | | NTC | | |  |
| Mode | | SN | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | The braked weight percentage corresponding to the worst running conditions shall be defined by the rolling stock operator for each train.  In case the train runs with system LZB + N0, the steps related to LZB should be adapted accordingly. | | | | | |