|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | | Title | |
| Test Case | | 3.9.2 | 1 | | | Mode transition from SR to FS at an ETCS marker board | |
|
| Baseline applicable | | Baseline 2 (2.3.0.d) | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify the change from SR to FS at an ETCS marker board running at maximum SR speed. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | 2 | | |
| Mode | | | SR | | |
| Train Speed (km/h) | | | ≤ V\_NVSTFF | | |
| Additional starting conditions | | | The radio communication session with the RBC is established. The train runs in priority direction and it is approaching an ETCS marker board in proceed aspect. | | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | Once the train is inside the ATAF area or the distance guaranteed as free (50 meters in rear of the ETCS marker board) the EVC reports to the RBC the train position. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0  NID\_LRBG≠16777215  Q\_DIRLRBG≠2  Q\_DLRBG≠2 | | |  |
| 2 | The EVC switches to FS when MA information are sent by the RBC short in rear of the ETCS marker board. | DMI (O) | | FS symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3/33  Packet 15  Packet 21  Packet 27 | | |  |
| 3 | The EVC reports to the RBC the train position with the mode change. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0  M\_MODE=0 | | |  |
| Final state | | Level | | 2 | | |  |
| Mode | | FS | | | |
| Train Speed (km/h) | | NR | | | |
| Other parameters | |  | | | |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | |  | | | | | |