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| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.23.2 | 2 | | Perform a SPAD at a closed signal. The release speed is a fixed value sent by trackside. Normal conditions. | | |
|
| Baseline applicable | | Baseline 2 (2.3.0.d) | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that, when the train overpasses a closed signal, the EVC switches to TR after overpassing the EoA and stops before reaching the danger point. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | ≈ release speed | |
| Additional starting conditions | | | | The train is approaching a closed signal located in EoA located under unfavorable conditions for gradient, distance to danger point, release speed value and balise group location accuracy (The specific location shall be determined by the Infrastructure Manager). | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The RBC sends an MA up to the closed light signal. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3/33  NID\_BG=BG1  Packet 15  L\_ENDSECTION=L1  D\_DP=D1  V\_RELEASEDP | | |  |
| 2 | The train approaches the closed signal running at a speed close to the release speed. | DMI (O) | | Vtrain ≈ Vrelease | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN≈V\_RELEASEDP | | |  |
| 3 | The train overpasses the EoA associated to the closed signal with its “min safe front end”. | DMI (O) | | TR mode symbol  Emergency brake symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end = L1(LRBG1) + L\_DOUBTOVER  M\_MODE=7  EMERGENCY BRAKE STATE=APPLICATION | | |  |
| 4 | The EVC reports the mode change to the RBC. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0  M\_MODE=7 | | |  |
| 5 | The train comes to standstill before reaching the danger point. | DMI (O) | | Vtrain=0 | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN=0  Estimated front end < L1(LRBG1) + D1 | | |  |
| Final state | | Level | | 2 | | |  |
| Mode | | TR | | |  |
| Train Speed (km/h) | | 0 | | |  |
| Other parameters | | Emergency Brake is applied while trip mode is not acknowledged. | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | The specific location required for this test case shall be determined by the Infrastructure Manager. | | | | | |