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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.17.44 | 1 | | Level transition from L2 to LNTC ASFA when level transition announcement is not received and the first signal of the level NTC area is closed. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 2 to level NTC ASFA is performed correctly although level transition announcement is not received. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | Maximum permitted speed | |
| Additional starting conditions | | | | The train is running in level 2 towards the level transition border to level NTC ASFA area.  All the signals of the route are in proceed aspect.  The last balise of the BG that sends the level transition announcement is covered. | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of interface testing | | | OK? |
| 1 | The train does not read completely the BG containing packet 41 with the level transition announcement. The train applies the programmed linking reaction (service brake). | DMI (O) | | Service brake symbol  Linking error message. | | |  |
| DMI (I) | |  | | |  |
| JRU | | BALISE GROUP ERROR   M\_ERROR = 1 SYSTEM\_STATUS\_MESSAGE   Balise read error  SERVICE BRAKE COMMAND STATE = COMMANDED  DMI\_SYMB\_STATUS   ST01 | | |  |
| 2 | The EVC reports the balise group inconsistency to the RBC. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 4  M\_ERROR = 1 | | |  |
| 3 | The train comes to standstill and service brake is revoked.  The train comes to standstill and service brake is revoked. | DMI (O) | | Vtrain=0  Service brake intervention symbol is removed  MA shortening | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN=0  V\_PERMITTED=0  D\_TARGET=0  SERVICE BRAKE COMMAND STATE = NOT COMMANDED  Message 136  Message 132  Q\_TRACKDEL=0 | | |  |
| 4\* | The EVC receives a MA from the RBC | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3  Packet 15  Packet 21  Packet 27 | | |  |
| 5 | The train reads the balise group that sends the information of level transition order to level NTC ASFA. | DMI (O) | | Level 2  FS mode symbol  Level NTC ASFA transition message | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=3  M\_MODE=0  Packet 41  D\_LEVELTR=32767  M\_LEVELTR=1  DMI\_SYMB\_STATUS   LE09 | | |  |
| 6 | The EVC switches to level NTC ASFA. | DMI (O) | | Level NTC symbol  SN mode symbol  Level NTC ASFA transition acknowledgement | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=1  M\_MODE=13  DMI\_SYMB\_STATUS   LE02, LE09 | | |  |
| 7 | The driver acknowledges the transition to level NTC ASFA. | DMI (O) | | Level NTC ASFA transition acknowledgement disappears | | |  |
| DMI (I) | | Acknowledgement of level NTC ASFA | | |  |
| JRU | | M\_DRIVERACTIONS=10  DMI\_SYMB\_STATUS   LE02 | | |  |
| 8 | When the train leaves the level 2 area with its whole length (min safe rear end), the EVC sends a position report to the RBC. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end=L\_TRAIN+L\_DOUBTOVER  Message 136  Packet 0 | | |  |
| 9 | The RBC sends an order to finish the communication session.  and the termination of the communication session is performed. | DMI (O) | | Radio Connection symbol disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 24  Packet 42  Q\_RBC=0  Message 156  Message 39 | | |  |
| Final state | | Level | | NTC | | |  |
| Mode | | SN | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | (\*).- In case the RBC does not send a MA when track description was shortened, Override shall be selected to continue.  The permitted speed at the transition point allows the train to respect the signaling speed restrictions in the level NTC ASFA area.  In addition, it shall be verified that once the level transition is performed the driver is able to see the aspect of the first signal of the level NTC area and the ASFA system is able to read the information of the previous balise group associated to the first signal of the level NTC area. | | | | | |