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| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 1.4.17 | 1 | | Level transition from L1 to LNTC ASFA. The level transition order is not received. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 1 to level NTC ASFA is performed correctly when the level transition order is not received | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 1 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | Maximum permitted speed | |
| Additional starting conditions | | | | The train is running in a level 1 area approaching to a level NTC area  All the signals ahead are in permissive aspect.  A level 1 movement authority beyond the transition border is stored onboard. | |
| 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 transition announcement | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL = 2  M\_MODE = 0  Packet 41  D\_LEVELTR = D1  M\_LEVELTR = 1  L\_ACKLEVELTR = L1  NID\_NTC = 0 (ASFA)  DMI\_SYMB\_STATUS  LE08 | | |  |
| 2 | The EVC runs the distance “D1-L1” at which the acknowledgement window of the transition to Level NTC ASFA is shown to the driver. | DMI (O) | | Level NTC ASFA Acknowledgement is displayed | | |  |
| 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 ASFA Acknowledgement disappears | | |  |
| DMI (I) | | Driver acknowledges the level transition | | |  |
| JRU | | M\_DRIVERACTIONS = 10 | | |  |
| 4\* | The train does not read completely the BG containing packet 41 with level transition order.  The train applies the linking reaction programmed (service brake). | DMI (O) | | Service brake symbol  Linking error message. | | |  |
| DMI (I) | |  | | |  |
| JRU | | BALISE GROUP ERROR  M\_ERROR=1  SERVICE BRAKE COMMAND STATE = COMMANDED  DMI\_SYMB\_STATUS  ST01  SYSTEM\_STATUS\_MESSAGE  Balise read error | | |  |
| 5\* | Transition to LSTM ASFA is performed when the EVC runs the distance "D1" | DMI (O) | | Level NTC Symbol  SN Symbol  Level NTC ASFA transition announcement disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL= 1  M\_MODE = 13  DMI\_SYMB\_STATUS  LE02, MO19 | | |  |
| 6\*\* | The on-board unit powers on the ASFA system / STM ASFA. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
|  | JRU | |  | | |  |
| 7 | ASFA system / STM ASFA brake intervention is enabled. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 8 | The train comes to standstill and service brake is revoked. | DMI (O) | | Vtrain=0  Service brake symbol disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN=0  SERVICE BRAKE COMMAND STATE = NOT COMMANDED | | |  |
| Final state | | Level | | NTC | | |  |
| Mode | | SN | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | (\*) -The steps 4 and 5 can be performed in different order.  (\*\*) – The step 6 can be performed after step 1 | | | | | |