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| *TEST CASE DESCRIPTION* | | | | | | |
|  | | Code | Version | Title | | |
| Test Case | | 1.1.1 | 1 | Static Speed Profile supervision. SSP due to a track crossover. | | |
|
| Baseline applicable | | Baseline 3 | | | | |
| Test case author | | ADIF | | | | |
| Test Objective(s) | | Verify that the braking curve model and SSP are according to the expected behavior in the most restrictive crossover of the line. | | | | |
| Diagram | |  | | | | |
| Starting conditions | | Level | | | 1 | |
| Mode | | | FS | |
| Train Speed (km/h) | | | NR | |
| Additional starting conditions | | | Route includes the crossover with the most restrictive diverging route speed. | |
| Sequence of the Test Case | | Checkpoints | | | | |
| Step | Step description | Interfaces | Description of what to be tested at the interface | | | OK? |
| 1 | The information of the SSP is received by balise. | DMI (O) | FS symbol  There are not abrupt decreases in the permitted speed | | |  |
| DMI (I) | The SSP matches with the maximum speed profile of the line and the target speed corresponds to the speed of the crossover. | | |  |
| JRU | M\_MODE = 0  Message 3/33  Packet 12  L\_ENDSECTION > Crossover location.  Packet 21  Packet 27 (LRBG1)  Q\_FRONT=0  N\_ITER>1  D\_STATIC(k)  V\_STATIC(k)  D\_STATIC(k+1)  V\_STATIC(k+1)  DMI\_SYMB\_STATUS  MO11 | | |  |
| 2 | The train reaches with its “max safe front end” the crossover start location. | DMI (O) | Vpermitted = Vcrossover  Vtrain ≤ Vcrossover | | |  |
| DMI (I) | The start of the Vcrossover supervision matches with the start of the crossover on the track. | | |  |
| JRU | V\_PERM = V\_STATIC(k)  V\_TRAIN ≤ V\_STATIC(k) | | |  |
| estimated front end = D\_STATIC(k)-L\_DOUBTUNDER | | |
| 3 | The supervision of the SSP finishes when the min safe rear end has reached the end of the track crossover. | DMI (O) | Vpermitted is updated | | |  |
| DMI (I) | The end of the Vcrossover supervision matches with the end of the crossover on the track (taking into account the train length) | | |  |
| JRU | estimated front end = D\_STATIC(k+1) + L\_TRAIN + L\_DOUBTOVER  V\_PERM = V\_STATIC(k+1) | | |  |
| Final state | | Level | 1 | | |  |
| Mode | FS | | |  |
| Train Speed (km/h) | NR | | |  |
| Other parameters |  | | |  |
| Final Test Result | |  | | | | |
| Field of Application | | Spain | | | | |
| Briefing instructions | | SSP (speed) in the crossover area:  The Test Case shall be performed in the most restrictive crossover.  The most restrictive crossover is the one with the lowest permitted speed and the most decreasing gradient. | | | | |