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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.17.15 | 1 | | Level transition from LNTC ASFA to L2. Signal at stop aspect. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition to level 2 is performed correctly. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | NTC ASFA | |
| Mode | | | | SN | |
| Train Speed (km/h) | | | | NR | |
| Additional starting conditions | | | | The train is approaching the level transition to Level 2 and the signal at the transition border displays stop aspect. | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The EVC receives the order to connect with the RBC via balise group. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 42  NID\_RBC  NID\_RADIO | | |  |
| Q\_RBC = 1  Q\_SLEEPSESSION = 0 | | |
| 2 | The EVC starts to establish safe radio connection. | DMI (O) | | Safe radio connection “Connection Up” symbol is displayed. | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 155  Message 32  Message 159 | | |  |
| Message 129  Message 8  DMI\_SYMB\_STATUS  ST03 | | |
| 3 | The train receives the level transition announcement via balise group or RBC. | DMI (O) | | Level 2 transition announcement | | |  |
| DMI (I) | |  | | |  |
| JRU | | (LRBG1)  (if received from RBC Message 3/24/33)  Packet 41 | | |  |
| D\_LEVELTR = D1  M\_LEVELTR = 3  L\_ACKLEVELTR = L1  DMI\_SYMB\_STATUS  LE12 | | |
| 4 | The EVC runs the distance “D1-L1” at which the acknowledgement window of the transition to Level 2 is shown to the driver. | DMI (O) | | Level 2 Acknowledgement is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end=D1-L1-L\_DOUBTUNDER  DMI\_SYMB\_STATUS  LE13 | | |  |
| 5 | The driver acknowledges the level transition | DMI (O) | | Level 2 Acknowledgement disappears | | |  |
| DMI (I) | | Driver acknowledges the level transition. | | |  |
| JRU | | M\_DRIVERACTIONS = 8 | | |  |
| 6 | The train is at standstill in front of the light signal showing stop aspect. The driver selects “Override EoA”. | DMI (O) | | Vtrain = 0 Km/h | | |  |
| DMI (I) | | EoA Override | | |  |
| JRU | | V\_TRAIN=0 | | |  |
| M\_DRIVERACTIONS = 14 | | |
| 7 | Override function is activated | DMI (O) | | Override EoA Symbol | | |  |
| Vpermitted = V\_NVSUPOVTRP | | |
| DMI (I) | |  | | |  |
| JRU | | V\_PERM = V\_NVSUPOVTRP  DMI\_SYMB\_STATUS  MO03 | | |  |
| 8 | The train receives the level transition order. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41  D\_LEVELTR = 32767  M\_LEVELTR = 3 | | |  |
| 9 | The Override procedure finalizes and the EVC switches to level 2 | DMI (O) | | Level 2 symbol  SR mode symbol | | |  |
| Override EoA symbol disappears  Level 2 transition announcement disappears | | |
| DMI (I) | |  | | |  |
| JRU | | V\_PERM = V\_NVSTFF  M\_LEVEL = 3  M\_MODE = 2  DMI\_SYMB\_STATUS  LE04, MO09 | | |  |
| 10 | The EVC reports to the RBC the train position due to the level transition. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0 | | |  |
| M\_LEVEL = 3 | | |
| Final state | | Level | | 2 | | |  |
| Mode | | SR | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | Depending on the implementation of the NTC ASFA, the driver could have to select (beside the OEoA selection for ERTMS) the ASFA override button to pass the signal at stop aspect. | | | | | |