|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | | Title | |
| Test Case | | 4.1.2 | 1 | | | Level transition from L0+ LZB to L2. The light signal at the transition border is in stop aspect. | |
|
| Baseline applicable | | Baseline 2 (2.3.0.d) | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level L0 + LZB to level 2 is performed correctly. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | 0 | | |
| Mode | | | UN | | |
| 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 symbol is displayed. | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 155  Message 32  Message 159  Message 129  Message 8 | | |  |
| 3 (\*) (\*\*)  (\*\*\*) | The train reaches the "End of the LZB system" but no acknowledgement message of the transition to "End of LZB" is shown to the driver. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 4 (\*) | 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  START DISPLAYING TEXT MESSAGE | | |  |
| 5 | The train is at standstill in front of the light signal showing stop aspect. The driver selects “Override EoA” in ETCS equipment and “Override” button in the LZB equipment. | DMI (O) | | Vtrain= 0 Km/h | | |  |
| DMI (I) | | EoA Override | | |  |
| JRU | | V\_TRAIN=0  M\_DRIVERACTIONS = 14 | | |  |
| 6 | Override function is activated. | DMI (O) | | Override EoA Symbol  Vpermitted = VOV | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_PERMITTED = V\_NVSUPOVTRP | | |  |
| 7 | The EVC runs the distance "D1" or the balise group with level transition order to L2 is read. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41  D\_LEVELTR = 32767  M\_LEVELTR = 3 | | |  |
| 8 | 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\_PERMITTED = V\_NVSTFF  M\_LEVEL = 3  M\_MODE = 2  STOP DISPLAYING TEXT MESSAGE (1) | | |  |
| 9 | 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 | | |  |
| 10 (\*\*)  (\*\*\*) | LZB equipment changes to “No transmission” mode.  Train continues in L2 + LZB without transmission. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| Final state | | Level | | 2 | | |  |
| Mode | | SR | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | (\*) These steps could take place at any different order.  (\*\*) In case that the LZB continues into the line, the train will continue with LZB in Transmission mode and these steps will not take place.  (\*\*\*) These steps should be checked in the LZB onboard unit. | | | | | |