|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.1.1 | 1 | | Static Speed Profile supervision. SSP due to a track crossover. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that when the train passes through a track crossover, the maximum permitted speed is the one associated with that crossover. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | NR | |
| Additional starting conditions | | | | The train is running at the maximum permitted speed and approaching a track crossover. | |
| 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. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3/24/33  Packet 27 (LRBG1)  D\_STATIC(k)  V\_STATIC(k)  D\_STATIC(k+1)  V\_STATIC(k+1) | | |  |
| 2 | The train reaches with its “max safe front end” the crossover start location. | DMI (O) | | Vpermitted = Vcrossover  Vtrain ≤ Vcrossover | | |  |
| DMI (I) | |  | | |  |
| 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 has reached the end of the track crossover. | DMI (O) | | Vpermitted is updated | | |  |
| DMI (I) | |  | | |  |
| JRU | | estimated front end = D\_STATIC(k+1) + L\_TRAIN + L\_DOUBTOVER | | |  |
| V\_PERM = V\_STATIC(k+1) | | |
| Final state | | Level | | 2 | | |  |
| Mode | | FS | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | |  | | | | | |