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| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | | Title | |
| Test Case | | 3.14.10 | 1 | | | Mode transition from OS to SH at further location ordered by trackside. The driver acknowledges the request of SH mode | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the EVC switches from OS mode to SH mode | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | 2 | | |
| Mode | | | OS | | |
| Train Speed (km/h) | | | NR | | |
| Additional starting conditions | | | The train is approaching to a light signal showing SH aspect | | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The train approaches the signal located at the end of the OS area (which is showing SH aspect) and sends a position report to the RBC inside the ATAF area or the distance guaranteed as free (50 meters in rear of the light signal). | DMI (O) | | OS mode symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_MODE=1  M\_LEVEL=3  Message 136  Packet 0  M\_MODE=0  NID\_LRBG≠16777215  Q\_DIRLRBG≠2  Q\_DLRBG≠2 | | |  |
| 2 | The RBC sends a MA with an OS mode profile up to the signal and a SH mode profile starting at the signal (\*). | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3/33 (LRBG1)  Packet 15  Packet 21  Packet 27  Packet 80  M\_MAMODE (0) = 0  D\_MAMODE (0) = d1  L\_MAMODE (0) = d2  V\_MAMODE (0) = Vos  M\_MAMODE (1) = 1  D\_MAMODE (1) = d2  V\_MAMODE (1) = Vsh  L\_ACKMAMODE (1) = L | | |  |
| 3 | The request for acknowledgement SH mode is displayed to the driver. | DMI (O) | | Vtrain < Vsh  “Ack of SH” message | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN < Vsh  L>D-D\_LRBG1  DMI\_SYMB\_STATUS  MO02 | | |  |
| 4 | The driver acknowledges the transition to SH mode and the EVC switches to SH | DMI (O) | | SH symbol | | |  |
| DMI (I) | | Ack of SH | | |  |
| JRU | | M\_DRIVERACTIONS=1  M\_MODE=3  DMI\_SYMB\_STATUS  MO01 | | |  |
| 5 | The EVC reports the mode transition to the RBC | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0/1  M\_MODE=3 | | |  |
| 6 | The EVC starts the "End of Mission" procedure. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 150  Packet 0/1  M\_MODE=3 | | |  |
| 7 | The RBC sends the message to terminate radio communication session. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 24  Packet 42  Q\_RBC=0 | | |  |
| 8 | The EVC sends the termination of a communication session and the RBC answers with the acknowledgement of termination of a communication session. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 156  Message 39 | | |  |
| Final state | | Level | | 2 | | |  |
| Mode | | SH | | |  |
| Train Speed (km/h) | | ≤Vsh | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | (\*) It shall be verified that there is no sudden decrease in the permitted speed that provokes the brake intervention | | | | | |