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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.17.25 | 3 | | Level transition from L2 to L0 + ASFA when level transition announcement is not received, and the first signal of the ASFA area is closed. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 2 to level 0 + ASFA is performed correctly although level transition announcement is not received and the train runs according to the trackside signalling in the ASFA area. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | Maximum permitted speed | |
| Additional starting conditions | | | | The train is running in level 2 towards the level transition border to an ASFA area.  The first signal after the transition border shows stop aspect.  The last balise of the BG that sends the level transition announcement is covered. | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The train does not read completely the BG containing packet 41 with level transition announcement. The train applies the linking reaction programmed (service brake). | DMI (O) | | Service brake intervention symbol  Message of balise read error | | |  |
| DMI (I) | |  | | |  |
| JRU | | BALISE GROUP ERROR  M\_ERROR = 1 SYSTEM\_STATUS\_MESSAGE  Balise read error  SERVICE BRAKE COMMAND STATE = COMMANDED  DMI\_SYMB\_STATUS  ST01 | | |  |
| 2 | The EVC reports the balise group inconsistency to the RBC. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 4  M\_ERROR = 1 | | |  |
| 3 | The train comes to standstill and service brake is revoked.  The train comes to standstill and service brake is revoked. | DMI (O) | | Vtrain=0  Service brake intervention symbol is removed  MA shortening | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN=0  V\_PERMITTED=0  D\_TARGET=0  SERVICE BRAKE COMMAND STATE = NOT COMMANDED  Message 136  Message 132  Q\_TRACKDEL=0 | | |  |
| 4 (\*\*) | The EVC receives a MA from the RBC | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3  Packet 15  Packet 21  Packet 27 | | |  |
| 5 | The train reads the balise group that sends the information of level transition order to level 0. | DMI (O) | | Level 2  FS mode symbol  Level 0 transition acknowledgement | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=3  M\_MODE=0  Packet 41  D\_LEVELTR=32767  M\_LEVELTR=0  DMI\_SYMB\_STATUS  LE07 | | |  |
| 6 | The EVC switches to level 0. | DMI (O) | | Level 0  UN mode symbol  Level 0 transition acknowledgement | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=0  M\_MODE=4  DMI\_SYMB\_STATUS  LE01, LE07 | | |  |
| 7 (\*) | ETCS on-board unit changes the ASFA mode from EXT to AV/CONV. |  | |  | | |  |
| 8 (\*) | The driver is able to see the maker boards and trackside signals ahead and the permitted speed at the transition point allows the train to respect the signaling speed restrictions in the ASFA area. |  | |  | | |  |
| 9 | The driver acknowledges the transition to level 0. | DMI (O) | | Level 0 transition acknowledgement disappears | | |  |
| DMI (I) | | Acknowledgement of level 0 | | |  |
| JRU | | M\_DRIVERACTIONS=6  DMI\_SYMB\_STATUS  LE01 | | |  |
| 10 | When the train has left the level 2 area with its whole length (min safe rear end), the EVC sends a position report to the RBC. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end=L\_TRAIN+L\_DOUBTOVER  Message 136  Packet 0 | | |  |
| 11 | The RBC sends an order to finish the communication session. | DMI (O) | | Radio Connection symbol disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 24  Packet 42  Q\_RBC=0  Message 156  Message 39 | | |  |
| 12 (\*) | The on board equipment runs in L0+ASFA and reads correctly the first ASFA balise after the level transition border. |  | |  | | |  |
| 13 (\*) | The train can stop at the first light signal in the ASFA area (at stop aspect) with comfort braking. |  | |  | | |  |
| Final state | | Level | | 0 | | |  |
| Mode | | UN | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | (\*) These steps verify functionality related to NF-27.  (\*\*).- In case the RBC does not send a MA when track description was shortened, Override shall be selected to continue.  The EVC changes to L2 SR, and the BG with level transition order will be read in this mode. Making the transition from L2 SR to L0+ASFA | | | | | |