|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.17.26 | 3 | | Level transition from L2 to L0 + ASFA when level transition order is not received. | | |
|
| 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 order is not received. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | NR | |
| Additional starting conditions | | | | The train is running in level 2 towards the level transition border to level 0 + ASFA area.  All the signals of the route are in proceed aspect.  The last balise of the BG that sends the level transition order is covered. | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | A level transition announcement to level 0 is received by RBC or balise group. | DMI (O) | | Level 2  FS mode symbol  Level 0 transition announcement is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=3  M\_MODE=0  Packet 41  D\_LEVELTR = D1  M\_LEVELTR = 0  L\_ACKLEVELTR = L1  DMI\_SYMB\_STATUS  LE06 | | |  |
| 2 (\*) | The ETCS on-board unit changes the ASFA mode from EXT to AV/CONV. |  | |  | | |  |
| 3 | The EVC runs the distance at which the acknowledgement window of the transition to level 0 is shown to the driver. | DMI (O) | | Level 0 transition acknowledgement is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end = D1 - L1- L\_DOUBTUNDER  DMI\_SYMB\_STATUS  LE07 | | |  |
| 4 | The driver acknowledges the transition to level 0. | DMI (O) | |  | | |  |
| DMI (I) | | Acknowledgement of level 0 | | |  |
| JRU | | M\_DRIVERACTIONS=6 | | |  |
| 5 | BG with packet 41 ordering immediate transition is not read correctly and the EVC applies the linking reaction programmed. | DMI (O) | | Service brake intervention symbol  Linking error message | | |  |
| DMI (I) | |  | | |  |
| JRU | | SERVICE BRAKE COMMAND STATE = COMMANDED  SYSTEM\_STATUS\_MESSAGE  Balise read error  BALISE GROUP ERROR  M\_ERROR=1  DMI\_SYMB\_STATUS  ST01 | | |  |
| 6 | The EVC reports the balise group inconsistency to the RBC. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 4  M\_ERROR = 1 | | |  |
| 7 | When the train has run the distance “D1”, the EVC switches to level 0. | DMI (O) | | Level 0  UN mode symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=0  M\_MODE=4  DMI\_SYMB\_STATUS  LE01 | | |  |
| 8 | When the train is at standstill the service brake is released. | DMI (O) | | Vtrain=0km/h  Service brake intervention symbol disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN=0  SERVICE BRAKE COMMAND STATE=NOT COMMANDED | | |  |
| Final state | | Level | | N0 | | |  |
| Mode | | UN | | |  |
| Train Speed (km/h) | | 0 | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | (\*) These steps verify functionality related to NF-27.  (\*\*) -The steps 5, 6 and 7 can be performed in different order (in case step 7 occurs before step 5 no linking reaction is applied). | | | | | |