|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | | Title | |
| Test Case | | 3.14.6 | 2 | | | Mode transition from FS 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 FS mode to SH mode | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | 2 | | |
| Mode | | | FS | | |
| 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 runs towards a light signal showing SH aspect and receives from the RBC a SH mode profile with a transition to SH mode order in further location (The SH area starts at the light signal). | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3/33/37  Packet 15  Packet 21  Packet 27  Packet 80  M\_MAMODE = 1  D\_MAMODE = D  V\_MAMODE = Vsh  L\_ACKMAMODE = L  Q\_MAMODE=1 | | |  |
| 2 | The EVC enters in braking curve. The beginning of the SH area is considered as an EoA. | DMI (O) | | Braking curve to the beginning of the SH area. | | |  |
| DMI (I) | |  | | |  |
| JRU | | SPEED AND DISTANCE MONITORING INFORMATION  V\_PERM decreases  V\_TARGET = 0  M\_SDMTYPE=1 | | |  |
| 3 | The train follows the braking curve until it reaches the acknowledgement area and the driver is requested to acknowledge the transition to SH mode. | DMI (O) | | Vtrain < Vsh  “Ack of SH” message | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN < Vsh  Estimated front end > D – L\_ACKMAMODE  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 | |  | | | | | |