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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 4.1.8 | 1 | | Level transition from L0+ LZB to L1. Signal at stop aspect. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 0 + LZB to level 1 is performed correctly. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 0 | |
| Mode | | | | UN | |
| Train Speed (km/h) | | | | NR | |
| Additional starting conditions | | | | The train is running in L0+LZB with transmission approaching the level transition border to L1 and the signal at the transition border shows stop aspect. | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 (\*) | The train receives the level transition announcement via balise group. | DMI (O) | | Level 1 transition announcement | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL = 0  M\_MODE = 4  Packet 41  D\_LEVELTR = D1  M\_LEVELTR = 2  DMI\_SYMB\_STATUS  LE10 | | |  |
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|  | |  | | |  |
| JRU | |  | | |  |
| 2 | The train is at standstill in front of the light signal showing stop aspect. The driver selects “Override EoA” in ETCS equipment and “Override” in the ASFA equipment (\*\*\*\*). | DMI (O) | | Vtrain= 0 Km/h | | |  |
| DMI (I) | | Override EoA | | |  |
| JRU | | V\_TRAIN=0  M\_DRIVERACTIONS = 14 | | |  |
| 3 | Override function is activated. | DMI (O) | | Override EoA Symbol  Vpermitted = V\_NVSUPOVTRP | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_PERM = V\_NVSUPOVTRP  DMI\_SYMB\_STATUS  MO03 | | |  |
| 4 | The balise group with the level transition order is read. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41  D\_LEVELTR = 32767  M\_LEVELTR = 2 | | |  |
| 5 | The Override procedure finalizes and the EVC switches to level 1. | DMI (O) | | Level 1 symbol  SR mode symbol  Override EoA symbol disappears  Level 1 transition announcement disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_PERM = V\_NVSTFF  M\_LEVEL = 2  M\_MODE = 2  DMI\_SYMB\_STATUS  LE03, MO09 | | |  |
| 6 (\*\*)  (\*\*\*) | The LZB equipment runs the distance at which the acknowledgement of the transition to “End of LZB” is shown to the driver. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 7 (\*\*)  (\*\*\*) | The driver acknowledges the “End of LZB”. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 8(\*\*)  (\*\*\*) | LZB equipment changes to “No transmission” mode.  Train continues in L1 + LZB without transmission. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| Final state | | Level | | 1 | | |  |
| Mode | | SR | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | (\*) Step 1 could take place at any moment between step 2 and step 3.  (\*\*) In case that the LZB continues into the line, the train will continue with LZB in Transmission mode and these steps will not take place.  (\*\*\*) These steps should be checked in the LZB onboard unit.  (\*\*\*\*) In case that the LZB continues into the line, the train will continue with LZB in Transmission mode and the driver has to select the Override Function in the LZB system instead of the ASFA system | | | | | |