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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.8.10 | 1 | | SoM in SB mode. Train in front of a light signal without valid location information. RBC/RBC Handover area. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the SoM procedure is performed correctly when the train is in front of a light signal (or a marker board) which is located close to the RBC/RBC Handover border. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | SB | |
| Train Speed (km/h) | | | | 0 | |
| Additional starting conditions | | | | Train is at standstill in front of a light signal/marker board close to an RBC/RBC Handover border and inside the ATAF area (or inside the distance guaranteed as free).  There is no communication session established between the EVC and the RBC. | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The driver validates or introduces the driver’s ID. | DMI (O) | |  | | |  |
| DMI (I) | | DRIVER\_ID | | |  |
| JRU | |  | | |  |
| 2 | The establishment of a communication session is initiated by the EVC.  A position report with invalid/unknown position is sent to the RBC1. | DMI (O) | | Safe radio connection “Connection Up” symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 155  Message 32  Message 159  Message 157  Q\_STATUS=0 (invalid) / 2 (unknown) | | |  |
| Packet 0/1  NID\_LRBG= 16777215  D\_LRBG= 32767  Q\_DIRLRBG=2  Q\_DLRBG=2  DMI\_SYMB\_STATUS  ST03 | | |
| 3 | The RBC1 accepts the train. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 41 | | |  |
| 4 | The on-board equipment deletes the stored position data (\*). | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | NID\_LRBG=16777215 | | |  |
| 5 | The driver selects train data entry. Train data is entered or revalidated. | DMI (O) | |  | | |  |
| DMI (I) | | Driver selects Data Entry | | |  |
| JRU | | M\_DRIVERACTIONS=20  M\_DRIVERACTIONS=21  Message 129  Message 8 | | |  |
| 6 | Driver selects “Start”. | DMI (O) | |  | | |  |
| DMI (I) | | Driver selects Start | | |  |
| JRU | | M\_DRIVERACTIONS=19  Message 132 | | |  |
| 7 | The RBC sends an authorization for running in SR mode. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 2  D\_SR | | |  |
| 8 | The driver acknowledges the entry in SR mode. | DMI (O) | | SR Symbol | | |  |
| DMI (I) | | Driver acknowledges the entry in SR mode. | | |  |
| JRU | | M\_DRIVERACTION=3  M\_MODE=2  DMI\_SYMB\_STATUS  MO09 | | |  |
| 9 | The EVC reports to the RBC1 the position report. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0 | | |  |
| M\_MODE=2 | | |
| 10 | After reading a balise group the train reports valid position (the train reads the main balise group located in front of the signal). | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0  NID\_LRBG≠16777215 | | |  |
| Q\_DIRLRBG≠2  Q\_DLRBG≠2 | | |
| 11 | The RBC sends a Movement authority and the EVC switches from SR to FS mode. | DMI (O) | | FS Symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3  Packet 15  Packet 21 | | |  |
| Packet 27  DMI\_SYMB\_STATUS  MO11 | | |
| 12 | The EVC sends a position report to the RBC1. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0  M\_MODE=0 | | |  |
| Final state | | Level | | 2 | | |  |
| Mode | | FS | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | (\*) This step only apply if Q\_STATUS at the SoM is invalid. | | | | | |