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| --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | |
|  | | Code | Version | Title | | |
| Test Case | | 3.5.1 | 2 | Verification of track conditions all along the line | | |
|
| Baseline applicable | | Baseline 2 (2.3.0 d) | | | | |
| Test case author | | ADIF | | | | |
| Test Objective(s) | | Verify the correct management of the track conditions in the track under test. | | | | |
| Diagram | |  | | | | |
| Starting conditions | | Level | | | 2 | |
| Mode | | | FS | |
| Train Speed (km/h) | | | Maximum permitted speed | |
| Additional starting conditions | | | Nominal route in the priority direction with maximum free route ahead.  Train in normal conditions (without isolated bogies). | |
| Sequence of the Test Case | | Checkpoints | | | | |
| Step | Step description | Interfaces |  | | | OK? |
| 1 | Nominal Route in the priority direction at maximum speed. The track conditions are received from the RBC. | DMI (O) | FS Symbol  Track conditions in the planning area \* | | |  |
| DMI (I) |  | | |  |
| JRU | M\_MODE=0  Messages 3/24/33 | | |  |
| Packet 68  Packet 72 \*\* | | |
| 2 | Passage through tunnels, bridges and powerless sections. | DMI (O) | Track conditions management | | |  |
| DMI (I) |  | | |  |
| JRU | D\_TRACKCOND  L\_TRACKCOND | | |  |
| M\_TRACKCOND | | |
| Final state | | Level | 2 | | |  |
| Mode | FS | | |  |
| Train Speed (km/h) | Maximum permitted speed | | |  |
| Other parameters |  | | |  |
| Final Test Result | |  | | | | |
| Field of Application | | Spain | | | | |
| Briefing instructions | | \*It is not mandatory to display this information on the planning information area. \*\*The packet 72 can be sent by a balise or by the RBC.  Additional track conditions may apply.  NOTE: This test case will be carried out for all possible nominal routes in the priority direction. For example, in case of a by-pass, it will be carried out for the route through the by-pass and outside the by-pass.  To carry out the test case, any possible ​​overlap area with other lines will be taken into account. | | | | |