|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.10.1 | 1 | | Mode transition from PT to FS. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that when the train is located inside the ATAF area (or inside the distance guaranteed as free) and the driver selects Start the RBC is able to send a movement authority and the EVC switches from PT to FS mode. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | PT | |
| Train Speed (km/h) | | | | 0 | |
| Additional starting conditions | | | | The train is at standstill with valid location information in front of a marker board/light signal with proceed aspect and inside the ATAF area (or inside the distance guaranteed as free).  There is a 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 selects Start | DMI (O) | |  | | |  |
| DMI (I) | | Driver selects Start | | |  |
| JRU | | M\_DRIVERACTION=19  Message 132  Packet 0/1 | | |  |
| NID\_LRBG≠16777215  Q\_DIRLRBG≠2  Q\_DLRBG≠2 | | |
| 2 | The RBC sends a Movement authority and the EVC switches from PT to FS mode. | DMI (O) | | FS Symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3  Packet 15  Packet 21 | | |  |
| Packet 27  DMI\_SYMB\_STATUS  MO11 | | |
| 3 | The EVC reports to the RBC the train position | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0 | | |  |
| M\_MODE=0 | | |
| Final state | | Level | | 2 | | |  |
| Mode | | FS | | |  |
| Train Speed (km/h) | | >0 | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | |  | | | | | |