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| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | | Title | |
| Test Case | | 1.2.2 | 2 | | | Release speed supervision. The release speed is a fixed value given by trackside. Train performs a SPAD (Signal Passed At Danger) in normal conditions. | |
|
| Baseline applicable | | Baseline 2 (2.3.0.d) | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that, when the train overpasses a closed signal, the EVC switches to TR after overpassing the EoA and stops before reaching the danger point. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | 1 | | |
| Mode | | | FS | | |
| Train Speed (km/h) | | | ≈ release speed | | |
| Additional starting conditions | | | The train is approaching a closed signal located in EoA located under unfavorable conditions for gradient, distance to danger point, release speed value and balise group location accuracy (The specific location shall be determined by the Infrastructure Manager). | | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The train is approaching a light signal (displaying a stop aspect) at a speed close to the release speed. | DMI (O) | | FS symbol  Braking curve  Vtarget = 0  Dtarget and Vpermitted decrease. | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_MODE=0  V\_PERMITTED decreases. | | |  |
| 2 | Infill BG related to light signal with stop aspect is read. | DMI (O) | |  | | |  |
| JRU | | Packet 136  Packet 12  V\_MAIN = 0  L\_ENDSECTION=L1  Q\_DANGERPOINT=1  V\_RELEASEDP ≠ 126 or 127  D\_DP=D1 | | |  |
| 3 | The train enters in the release speed monitoring area. | DMI (O) | | Vpermitted = Vrelease | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_RELEASE = V\_RELEASEDP | | |  |
| 4 | BG related to light signal with stop aspect is read. | DMI (O) | |  | | |  |
| JRU | | V\_TRAIN ≈ V\_RELEASEDP  Packet 12 (LRBG1)  V\_MAIN = 0  L\_ENDSECTION=L1  D\_DP=D1 | | |  |
| 5 | EVC changes to TR mode and the emergency brake is commanded. | DMI (O) | | TR symbol Emergency Brake symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_MODE=7 EMERGENCY BRAKE STATE = APPLICATION | | |  |
| 6 | Train reaches standstill (in rear of the DP). | DMI (O) | | Trip acknowledgement symbol Vtrain = 0 km/h | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_MODE = 7  V\_TRAIN = 0 | | |  |
| Final state | | Level | | 1 | | |  |
| Mode | | TR | | |  |
| Train Speed (km/h) | | 0 | | |  |
| Other parameters | | Emergency Brake is applied while trip mode is not acknowledged. | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | The specific location required for this test case shall be determined by the Infrastructure Manager | | | | | |