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| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.6.3 | 1 | | Management of TSR information sent by balise in level 2. SR mode. | | |
|
| Baseline applicable | | Baseline 2 (2.3.0.d) | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the EVC manages at least one temporary speed restriction in SR mode sent by balise and the EVC supervises the permitted speed correctly. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | SR | |
| Train Speed (km/h) | | | | NR | |
| Additional starting conditions | | | | The route includes a level 1 TSR | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The train receives from balise TSR information with lower speed than SR mode. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | (LRBG1)  Packet 65  NID\_TSR = TSR(k)  D\_TSR= D(k)  L\_TSR=L(k)  V\_TSR=V(k)  Q\_FRONT=0  V(k) ≤ V\_NVSTFF | | |  |
|
| 2 | The train reaches the TSR area when the max safe front end has run the distance D(k). | DMI (O) | | Vpermitted = V(k) Vtrain ≤ V(k) | | |  |
| DMI (I) | | Permitted speed request | | |  |
| JRU | | V\_MRSP = V(k) V\_TRAIN ≤ V(k) estimated front end = D(k) (LRBG1) - L\_DOUBTUNDER | | |  |
| 3 | The supervision of the TSR finishes when the min safe rear has reached the end of the TSR area. | DMI (O) | | Vpermitted > V(k) | | |  |
| DMI (I) | | Permitted speed request | | |  |
| JRU | | estimated front end = D(k) (LRBG1) + L(k) + L\_TRAIN + L\_DOUBTOVER V\_MRSP = V\_STATIC | | |  |
| Final state | | Level | | 2 | | |  |
| Mode | | SR | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | This test case is only applicable to trains that do not implement the FN-20 and for lines equipped with level 1 and level 2. | | | | | |