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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.17.12 | 2 | | Level transition from L2 to LNTC ASFA. Signal at proceed aspect. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 2 to level NTC ASFA is performed correctly and at a speed that corresponds to the signaling status. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | Maximum permitted speed | |
| Additional starting conditions | | | | There is an open communication session established with the RBC.  The train is approaching the level transition to LSTM at the maximum speed of the line.  All signals of the route displays proceed aspect.  A level 2 movement authority beyond the transition border is stored onboard. | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The train receives the level transition announcement via balise group or RBC. | DMI (O) | | Level NTC ASFA transition announcement is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | (LRBG1)  (If received from RBC Message 3/24/33)  Packet 41 | | |  |
| D\_LEVELTR = D1  M\_LEVELTR = 1  L\_ACKLEVELTR = L1  NID\_NTC= 0 (ASFA)  DMI\_SYMB\_STATUS  LE08 | | |
| 2 | The EVC runs the distance “D1-L1” at which the acknowledgement window of the transition to Level NTC ASFA is shown to the driver. | DMI (O) | | Level NTC ASFA Acknowledgement is displayed | | |  |
|  | | |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end=D1-L1-L\_DOUBTUNDER  DMI\_SYMB\_STATUS  LE09 | | |  |
| 3 | The driver acknowledges the level transition | DMI (O) | | Level NTC ASFA acknowledgement disappears | | |  |
| DMI (I) | | Driver acknowledges the level transition. | | |  |
| JRU | | M\_DRIVERACTIONS = 10 | | |  |
| 4 | The EVC runs the distance "D1" or the balise group with level transition order to LNTC ASFA is read | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | NID\_BG = BG2  Packet 41 | | |  |
| D\_LEVELTR =32767  M\_LEVELTR = 1  NID\_NTC = 0 (ASFA) | | |
| 5 | The EVC switches to Level NTC ASFA.  The transition is performed at a lower speed than the one permitted in ASFA system. | DMI (O) | | Level NTC Symbol  SN Symbol  Constant Vpermitted  LNTC ASFA transition announcement disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=1  M\_MODE=13 | | |  |
| DMI\_SYMB\_STATUS  LE02, MO19 | | |
| 6 | Driver is able to see the marker boards and signals in order to continue in NTC ASFA. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 7 | The train reports its position to the RBC due to the level transition | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0/1 | | |  |
| M\_LEVEL = 1  M\_MODE = 13 | | |
| 8 | The EVC runs the distance of the train from the transition border. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0/1 | | |  |
| Estimated front end (LRBG2) = L\_TRAIN + L\_DOUBTOVER | | |
| 9 | The RBC sends an order to terminate the communication session and the termination of the communication session is performed. | DMI (O) | | Safe radio connection “Connection Up” symbol disappears | | |  |
|  | | |
| DMI (I) | |  | | |  |
| JRU | | Message 3/24/33  Packet 42 | | |  |
| Q\_RBC = 0  Message 156  Message 39 | | |
| Final state | | Level | | NTC | | |  |
| Mode | | SN | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | The permitted speed at the transition point allows the train to respect the signaling speed restrictions in the level NTC ASFA area.  In addition it shall be verified that once the level transition is performed the driver is able to see the aspect of the Distant Signal associated to the first signal of the level NTC area and the NTC ASFA system is able to read the information of the Distant Signal associated to the first signal of the level NTC area. | | | | | |