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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 4.1.8 | 1 | | Level transition from L0+ LZB to L1. Signal at stop aspect. | | |
|
| Baseline applicable | | Baseline 2 (2.3.0.d) | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 0 + LZB to level 1 is performed correctly. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 0 | |
| Mode | | | | UN | |
| Train Speed (km/h) | | | | NR | |
| Additional starting conditions | | | | The train is running in L0+LZB with transmission approaching the level transition border to L1 and the signal at the transition border shows stop aspect. | |
| 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. | DMI (O) | | Level 1 transition announcement | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL = 0  M\_MODE = 4  Packet 41  D\_LEVELTR = D1  M\_LEVELTR = 2  START DISPLAYING TEXT MESSAGE (1) | | |  |
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| 3 | The train is at standstill in front of the light signal showing stop aspect. The driver selects “Override EoA” in ETCS equipment and “Override” in the LZB equipment. | DMI (O) | | Vtrain= 0 Km/h | | |  |
| DMI (I) | | Override EoA | | |  |
| JRU | | V\_TRAIN=0  M\_DRIVERACTIONS = 14 | | |  |
| 4 | Override function is activated. | DMI (O) | | Override EoA Symbol  Vpermitted = V\_NVSUPOVTRP | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_PERMITTED = V\_NVSUPOVTRP | | |  |
| 5 | The balise group with the level transition order is read. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41  D\_LEVELTR = 32767  M\_LEVELTR = 2 | | |  |
| 6 | The Override procedure finalizes and the EVC switches to level 1. | DMI (O) | | Level 1 symbol  SR mode symbol  Override EoA symbol disappears  Level 1 transition announcement disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_PERMITTED = V\_NVSTFF  M\_LEVEL = 2  M\_MODE = 2  STOP DISPLAYING TEXT MESSAGE (1) | | |  |
| 7 (\*\*)  (\*\*\*) | The LZB equipment runs the distance at which the acknowledgement of the transition to “End of LZB” is shown to the driver. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 8 (\*\*)  (\*\*\*) | The driver acknowledges the “End of LZB”. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 9 (\*\*)  (\*\*\*) | LZB equipment changes to “No transmission” mode.  Train continues in L1 + LZB without transmission. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| Final state | | Level | | 1 | | |  |
| Mode | | SR | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | (\*) Step 1 could take place at any moment between step 2 and step 3.  (\*\*) In case that the LZB continues into the line, the train will continue with LZB in Transmission mode and these steps will not take place.  (\*\*\*) These steps should be checked in the LZB onboard unit. | | | | | |