|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 1.4.1 | 3 | | Level transition from L1 to L0 + ASFA. Signal at proceed aspect. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 1 to level 0 + ASFA is performed correctly and that the level transition fulfills the location and speed requirements. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 1 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | Maximum permitted speed of the area | |
| Additional starting conditions | | | | The train is approaching a BG with level 0 transition announcement and the signals ahead are in permissive 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 0 transition announcement is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL = 2  M\_MODE = 0  Packet 41 | | |  |
| D\_LEVELTR = D1  M\_LEVELTR = 0  L\_ACKLEVELTR = L1    L1 = 5 sec. x Vmax (track section)  DMI\_SYMB\_STATUS  LE06 | | |
| 2 (\*) | The ETCS on-board unit changes the ASFA mode from EXT to AV/CONV. |  | |  | | |  |
| 3 | The EVC runs the distance “D1-L1” at which the acknowledgement window of the transition to Level 0 is shown to the driver. | DMI (O) | | Level 0 acknowledgement is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end=D1-L1-L\_DOUBTUNDER  DMI\_SYMB\_STATUS  LE07 | | |  |
| 4 | The driver acknowledges the level transition. | DMI (O) | | Level 0 acknowledgement disappears | | |  |
| DMI (I) | | Driver acknowledges the level transition. | | |  |
| JRU | | M\_DRIVERACTIONS = 6 | | |  |
| 5 | The EVC runs the distance "D1" or the balise group with level transition order to LNTC LZB is read. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41 | | |  |
| D\_LEVELTR =32767  M\_LEVELTR = 0 | | |
| 6 | The EVC switches to Level 0. | DMI (O) | | Level 0 Symbol  UN Symbol  L0 transition announcement disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=0  M\_MODE=4 | | |  |
| DMI\_SYMB\_STATUS  LE01, MO16 | | |
| 7 (\*) | The driver is able to see the marker boards and trackside signals ahead and the permitted speed at the transition point allows the train to respect the signaling speed restrictions in the ASFA area. |  | |  | | |  |
| 8 (\*) | The on board equipment running in L0+ASFA reads correctly the first ASFA balise after the level transition border. |  | |  | | |  |
| Final state | | Level | | 0 | | |  |
| Mode | | UN | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | (\*) These steps verify functionality related to NF-27. | | | | | |