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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | | Title | |
| Test Case | | 3.17.5 | 3 | | | Level transition from L2 to L0 + ASFA when the first signal beyond the transition border is in stop aspect | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 2 to level 0 + ASFA is performed correctly and the transition fulfills the location and the speed requirements. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | 2 | | |
| Mode | | | FS | | |
| Train Speed (km/h) | | | Maximum permitted speed | | |
| Additional starting conditions | | | The train is approaching the level transition to Level 0 + ASFA and the first signal after the transition border (first signal in ASFA area) displays stop aspect.  A level 2 movement authority beyond the transition border is stored on-board. | | |
| 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 0 transition announcement is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | (LRBG1)  (If received from RBC Message 3/24/33)  Packet 41  D\_LEVELTR = D1  M\_LEVELTR = 0  L\_ACKLEVELTR = L1  DMI\_SYMB\_STATUS  LE06 | | |  |
| 2 (\*) | 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 symbol 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 train runs the distance "D1" or the balise group with level transition order to L0 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  Level 0 transition announcement disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL= 0  M\_MODE = 4  DMI\_SYMB\_STATUS  LE01, MO16 | | |  |
| 7 | The train reports its position to the RBC due to the level transition | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet0  M\_LEVEL=0  M\_MODE = 4 | | |  |
| 8 (\*) | 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. |  | |  | | |  |
| 9 | The EVC runs the length of the train from the transition border. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message136  Packet0/1  estimated front end (LRBG2) = L\_TRAIN + L\_DOUBTOVER | | |  |
| 10 | The RBC sends an order to terminate the communication session and the termination of the communication session is performed. | DMI (O) | | Radio Connection Symbol disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message3/24/33  Packet42  Q\_RBC=0  Message 156  Message 39 | | |  |
| 11 (\*) | The on board equipment runs in L0+ASFA and reads correctly the first ASFA balise after the level transition border. |  | |  | | |  |
| 12 (\*) | The train can stop at the first light signal in the ASFA area (at stop aspect) with comfort braking. |  | |  | | |  |
| 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. | | | | | |