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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | | Title | |
| Test Case | | 3.17.34 | 1 | | | Level transition from L2 to L1. Signal at stop aspect. | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 2 to level 1 is performed correctly when the signal at the border shows stop aspect. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | 2 | | |
| Mode | | | FS | | |
| Train Speed (km/h) | | | NR | | |
| Additional starting conditions | | | The train is approaching the level transition to Level 1 and the signal at the transition border displays 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 or RBC. | DMI (O) | | Level 1 transition announcement | | |  |
| DMI (I) | |  | | |  |
| JRU | | (LRBG1)  (If received from RBC Message 3/24/33)  Packet 41  D\_LEVELTR = D1  M\_LEVELTR = 2  L\_LEVELTR = L1  DMI SYMB STATUS  LE10 | | |  |
| 2 | The train is at standstill in front of the light signal at the transition border showing stop aspect.  The driver selects “Override EoA” function. | DMI (O) | | Vtrain = 0 km/h | | |  |
| DMI (I) | | Override EoA | | |  |
| JRU | | V\_TRAIN = 0  M\_DRIVERACTIONS = 14 | | |  |
| 3 | Override functionality activated. | DMI (O) | | Override EoA symbol  Vpermitted = V\_NVSUPOVTRP | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_PERM = V\_NVSUPOVTRP  DMI\_SYMB\_STATUS  MO03 | | |  |
| 4 | The balise group with level transition order to L1 is read. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | (LRBG2)  Packet 137  Q\_SRSTOP=0Packet 41  D\_LEVELTR =32767  M\_LEVELTR = 2 | | |  |
| 5 | The Override ends and the EVC switches to Level 1. | DMI (O) | | Level 1 symbol  SR symbol  Override EoA symbol disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=2  M\_MODE=2  DMI\_SYMB\_STATUS  LE03, MO09 | | |  |
| 6 | The train reports its position to the RBC due to the level transition. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0  M\_LEVEL = 2  M\_MODE = 2 | | |  |
| 7 | The EVC runs the length of the train from the transition border. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message136  Packet 0/1  estimated front end (LRBG2) = L\_TRAIN + L\_DOUBTOVER | | |  |
| 8 | 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 | | Message3/24/33  Packet 42  Q\_RBC = 0  Message 156  Message 39 | | |  |
| Final state | | Level | | 1 | | |  |
| Mode | | SR | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | |  | | | | | |