|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.33.1 | 2 | | Maximum speed supervision in the complete line. | | |
|
| Baseline applicable | | Baseline 2 (2.3.0 d) | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify the non-appearance of braking curves when the train is travelling at maximum speed with the maximum free route ahead. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | Maximum | |
| Additional starting conditions | | | | Nominal route and priority direction with maximum free route ahead.  Trains with fixed composition or a finite number of predefined compositions shall introduce max number of compositions.  Train with variable composition shall introduce max length | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | Nominal route in the priority direction at a maximum speed. The kilometer points of the start and end of SSP changes match the speed restrictions of the line (set out in the Infrastructure Manager documentation). | DMI (O) | | FS Symbol  No braking curves that are not related to the speed restrictions of the line are observed | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_MODE = 0  D\_STATIC | | |  |
| V\_STATIC | | |
| Final state | | Level | | 2 | | |  |
| Mode | | FS | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | Execution in all possible nominal routes in the priority circulation direction.  To carry out the test case, the overlap area with other lines will be taken into account. | | | | | |