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| *TEST CASE DESCRIPTION* | | | | | | |
|  | | Code | Version | Title | | |
| Test Case | | 3.17.4 | 3 | Level transition from L2 to L0 + ASFA. Signal at proceed aspect. | | |
|
| Baseline applicable | | Baseline 3 | | | | |
| Test case author | | ADIF | | | | |
| Test Objective(s) | | Verify that the transition from level 2 to level 0 is performed correctly and that the level transition fulfills the location and 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 L0 + ASFA at the maximum speed of the line.  All signals of the route show proceed aspect.  A level 2 movement authority beyond the transition border is stored onboard. | |
| 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 (\*) | The ETCS on-board unit changes the ASFA mode from EXT to AV/CONV. |  |  | | |  |
| 3 | The EVC runs the distance 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 L0 is read. | DMI (O) |  | | |  |
| DMI (I) |  | | |  |
| JRU | (LRBG2)  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  Packet 0 | | |  |
| 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 | Message 136  Packet 0/1 | | |  |
| 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) | Safe radio connection “Connection Up” symbol disappears | | |  |
| DMI (I) |  | | |  |
| JRU | Message 3/24/33  Packet 42 | | |  |
| Q\_RBC=0  Message 156  Message 39 | | |
| 11 (\*) | 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. | | | | |