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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 1.4.10 | 2 | | Level transition from L1 to LNTC 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 1 to level NTC ASFA is performed correctly and the transition fulfills the location and speed requirements. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 1 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | Maximum permitted speed | |
| Additional starting conditions | | | | The train is running in a level 1 area approaching to a level NTC area.  The first signal after the transition border (first signal in level NTC area) displays stop aspect.  A level 1 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. | DMI (O) | | Level NTC ASFA transition announcement is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL = 2  M\_MODE = 0  Packet 41  D\_LEVELTR = D1  M\_LEVELTR = 1  L\_ACKLEVELTR = L1  NID\_NTC = 0 (ASFA)  DMI\_SYMB\_STATUS  LE08 | | |  |
| 2 | The EVC runs the distance “D1-L1” at which the acknowledgement window of the transition to Level NTC ASFA is shown to the driver. | DMI (O) | | Level NTC ASFA Acknowledgement is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end = D1 – L1 – L\_DOUBTUNDER  DMI\_SYMB\_STATUS  LE09 | | |  |
| 3 | The driver acknowledges the level transition. | DMI (O) | | Level NTC ASFA Acknowledgement disappears | | |  |
| DMI (I) | | Driver acknowledges the level transition | | |  |
| JRU | | M\_DRIVERACTIONS = 10 | | |  |
| 4 | The EVC runs the distance "D1" or the balise group with level transition order to LNTC ASFA is read. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41  D\_LEVELTR = 32767  M\_LEVELTR = 1  NID\_NTC = 0 (ASFA) | | |  |
| 5 | Transition to LNTC ASFA is performed) at a lower speed than the one permitted in the NTC ASFA system | DMI (O) | | Level NTC Symbol  SN Symbol  Level NTC ASFA transition announcement disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL= 1  M\_MODE = 13  DMI\_SYMB\_STATUS  LE02, MO19 | | |  |
| 6 | Driver is able to see the signals in order to continue running in NTC ASFA and the NTC ASFA on-board system is able to receive the information of the ASFA balises. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| Final state | | Level | | NTC | | |  |
| Mode | | SN | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | The permitted speed at the transition point allows the train to respect the signaling speed restrictions in the level NTC ASFA area.  In addition it shall be verified that once the level transition is performed the driver is able to see the aspect of the Distant Signal associated to the first signal of the level NTC area and the NTC ASFA system is able to read the information of the Distant Signal associated to the first signal of the level NTC area. | | | | | |