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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.17.45 | 1 | | Level transition from L2 to LNTC ASFA when level transition order is not received. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 2 to level NTC ASFA is performed correctly although level transition order is not received. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | NR | |
| Additional starting conditions | | | | The train is running in level 2 towards the level transition border to level NTC ASFA area.  All the signals of the route are in proceed aspect.  The last balise of the BG that sends the level transition order is covered | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of interface testing | | | OK? |
| 1 | A level transition announcement to level NTC ASFA is received by RBC or balise group. | DMI (O) | | Level 2  FS mode symbol  Level NTC ASFA transition announcement | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=3  M\_MODE=0  Packet 41  D\_LEVELTR = D1  M\_LEVELTR=1  L\_ACKLEVELTR = L1  DMI\_SYMB\_STATUS     LE08 | | |  |
| 2 | The EVC runs the distance at which the acknowledgement window of the transition to level NTC ASFA is shown to the driver. | DMI (O) | | Level NTC ASFA transition acknowledgement | | |  |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end = D1 - L1- L\_DOUBTUNDER  DMI\_SYMB\_STATUS     LE09 | | |  |
| 3 | The driver acknowledges the transition to level NTC ASFA. | DMI (O) | |  | | |  |
| DMI (I) | | Acknowledgement of level NTC ASFA | | |  |
| JRU | | M\_DRIVERACTIONS=10 | | |  |
| 4 | BG with packet 41 ordering immediate transition is not read correctly and the EVC applies the linking reaction programmed. | DMI (O) | | Service brake intervention symbol  Linking error message | | |  |
| DMI (I) | |  | | |  |
| JRU | | SERVICE BRAKE COMMAND STATE = COMMANDED  SYSTEM\_STATUS\_MESSAGE   Balise read error  BALISE GROUP ERROR     M\_ERROR=1  DMI\_SYMB\_STATUS      ST01 | | |  |
| 5 | The EVC reports the balise group inconsistency to the RBC. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 4  M\_ERROR = 1 | | |  |
| 6 | When the train has run the distance “D1”, the EVC switches to level NTC ASFA. | DMI (O) | | Level NTC symbol  SN mode symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=1  M\_MODE=13  DMI\_SYMB\_STATUS    LE02 | | |  |
| 7 | When the train is at standstill the service brake is released. | DMI (O) | | Vtrain=0km/h  Service brake intervention symbol disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN=0  SERVICE BRAKE COMMAND STATE=NOT COMMANDED | | |  |
| 8 | The EVC sends a position report to the RBC due to the change of level. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0 | | |  |
| 9 | The RBC sends an order to finish the communication session, and the termination of the communication session is performed. | DMI (O) | | Radio Connection symbol disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 24  Packet 42  Q\_RBC=0  Message 156  Message 39 | | |  |
| Final state | | Level | | NTC ASFA | | |  |
| Mode | | SN | | |  |
| Train Speed (km/h) | | 0 | | |  |
| 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 first signal of the level NTC area and the ASFA system is able to read the information of the previous balise group associated to the first signal of the level NTC area. | | | | | |