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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 2.1.3 | 1 | | Level transition from LSTM LZB to L1. Degraded braking conditions. | | |
|
| Baseline applicable | | Baseline 2 (2.3.0.d) | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level STM LZB to level 1 is performed correctly, without abrupt changes in the permitted speed. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | STM LZB | |
| Mode | | | | SN | |
| Train Speed (km/h) | | | | NR | |
| Additional starting conditions | | | | The train is running in LSTM LZB with transmission and approaching a BG with level 1 transition announcement. The first signal after the level transition border is in stop aspect. The braked weight percentage entered in the train data entry is the corresponding to the worst running conditions. | |
| 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 1 transition announcement  Continuous supervision of Vpermitted | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL = 1  M\_MODE = 13  Packet 41  D\_LEVELTR = D1  M\_LEVELTR = 2  L\_ACKLEVELTR = L1 | | |  |
| 2 | The EVC runs the distance “D1-L1” at which the acknowledgement window of the transition to Level 1 is shown to the driver. | DMI (O) | | Level 1 Acknowledgement is displayed  Continuous supervision of Vpermitted | | |  |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end=D1-L1-L\_DOUBTUNDER | | |  |
| 3 | The driver acknowledges the level transition. | DMI (O) | | Level 1 Acknowledgement disappears  Continuous supervision of Vpermitted | | |  |
| DMI (I) | | Driver acknowledges the level transition. | | |  |
| JRU | | M\_DRIVERACTIONS = 7 | | |  |
| 4 | The EVC receives a MA from a BG. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 12  Packet 21  Packet 27 | | |  |
| 5 | The EVC runs the distance "D1" or the balise group with level transition order to L1 is read. | DMI (O) | | Continuous supervision of Vpermitted | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41  D\_LEVELTR = 32767  M\_LEVELTR = 2 | | |  |
| 6 | Transition to L1 is performed. (without abrupt changes in the permitted speed). | DMI (O) | | Level 1 Symbol  FS Symbol  Level 1 transition announcement disappears  Entering FS message  Continuous supervision of Vpermitted | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL= 2  M\_MODE = 0  STOP DISPLAYING TEXT MESSAGE (1) | | |  |
| 7 | The train stops close to the closed signal. | DMI (O) | | Continuous supervision of Vpermitted up to Vpermitted = 0. | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| Final state | | Level | | 1 | | |  |
| Mode | | FS | | |  |
| Train Speed (km/h) | | 0 | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | Step 4 could take place at any moment between step 1 and step 5, both steps included.  The braked weight percentage corresponding to the worst running conditions shall be defined by the rolling stock operator for each train  In case the train is equipped with L0+LZB, the test case shall be adapted accordingly. | | | | | |