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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 1.4.4 | 3 | | Level transition from L1 to L0 + ASFA.  The level transition announcement is not received, and the first signal of the ASFA area is closed. | | |
|
| Baseline applicable | | Baseline 2 (2.3.0.d) | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 1 to level 0 + ASFA is correctly performed although the level transition announcement is not received, and the train runs according to the trackside signalling in the ASFA area. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 1 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | NR | |
| Additional starting conditions | | | | The train is running in level 1 approaching the level transition border to an ASFA area.  The first signal after the transition border shows stop aspect.  The train does not receive the last balise of the BG that sends the transition announcement to level 0. | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The train does not read completely the BG containing packet 41 with level transition announcement. The train applies the linking reaction programmed (service brake). | DMI (O) | | Service brake symbol  Linking error message. | | |  |
| DMI (I) | |  | | |  |
| JRU | | BALISE GROUP ERROR  M\_ERROR=1  SERVICE BRAKE STATE = APPLICATION  START DISPLAYING PLAIN TEXT MESSAGE (1) | | |  |
| 2 | The train comes to standstill and service brake is revoked. The MA and track description are shortened to the current train position. | DMI (O) | | Vtrain=0  Service brake symbol disappears  MA shortening | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN=0  V\_PERMITTED=0  D\_TARGET=0  SERVICE BRAKE STATE = REVOCATION | | |  |
| 3 | The driver selects “Override” to continue. The EVC switches to SR mode. | DMI (O) | | Override EoA symbol  Level 1 symbol  SR mode symbol | | |  |
| DMI (I) | | Override EoA is selected | | |  |
| JRU | | M\_MODE=2  M\_DRIVERACTIONS = 14 | | |  |
| 4 | The balise group with level transition order to Level 0 is read | DMI (O) | | L0 transition announcement message  Acknowledgement of level 0 | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=2  M\_MODE=2  Packet 41  D\_LEVELTR =32767  M\_LEVELTR = 0  START DISPLAYING TEXT MESSAGE (2) | | |  |
| 5 | The EVC switches to level 0 and the driver acknowledges the transition. | DMI (O) | | Level 0 symbol  UN mode symbol  L0 transition announcement disappears | | |  |
| DMI (I) | | Acknowledgement of level 0 | | |  |
| JRU | | M\_DRIVERACTIONS=6  M\_LEVEL=0  M\_MODE=4  STOP DISPLAYING TEXT MESSAGE (2) | | |  |
| 6 (\*) | The ETCS on-board unit changes the ASFA mode from EXT to AV/CONV. |  | |  | | |  |
| 7 (\*) | 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. |  | |  | | |  |
| 8 (\*) | The on board equipment runs in L0+ASFA and reads correctly the first ASFA balise after the level transition border. |  | |  | | |  |
| 9 (\*) | The train can stop at the first light signal in the ASFA area (at stop aspect) with comfort braking. |  | |  | | |  |
| 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. | | | | | |