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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | | Title | |
| Test Case | | 1.4.15 | 1 | | | Level transition from L1 to LNTC ASFA. TSR in LNTC area. | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the system correctly supervises the permitted speed in the vicinity of a level transition from level 1 to LNTC ASFA when the train approaches the ASFA area and a TSR is set in the LNTC area. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | 1 | | |
| Mode | | | FS | | |
| Train Speed (km/h) | | | NR | | |
| Additional starting conditions | | | A TSR (or more) is set in the LNTC area close to the transition border. (this TSR must have the most restrictive value).  A level 1 MA beyond the level transition border is stored on board. All the signals are in proceed aspect | | |
| 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 | | |  |
| DMI (I) | |  | | |  |
| JRU | | (LRBG1)  Packet 41  D\_LEVELTR = d  M\_LEVELTR = 1  L\_ACKLEVELTR = L  NID\_NTC = 0 (ASFA)  DMI\_SYMB\_STATUS  LE08 | | |  |
| 2 | TSR information is received via balise group. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | (LRBG2)  Packet 65   NID\_TSR   V\_TSR = V1  L\_TSR= L1  D\_TSR= D1 | | |  |
| 3 | The train starts the braking curve to the TSR. | DMI (O) | | Braking curve with V\_target = V1  Vtrain < Vpermitted | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN < V\_PERM  V\_TARGET = V1  SPEED AND DISTANCE MONITORING INFORMATION  V\_TARGET= V1  D\_TARGET = D1 - D\_LRBG1 - L\_DOUBTUNDER  M\_SDMTYPE=1 | | |  |
| 4 | 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 acknowledgement is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end=d-L-L\_DOUBTUNDER  DMI\_SYMB\_STATUS  LE09 | | |  |
| 5 | The driver acknowledges the level transition. | DMI (O) | | Level NTC ASFA acknowledgement disappears | | |  |
| DMI (I) | | Driver acknowledges the level transition. | | |  |
| JRU | | M\_DRIVERACTIONS = 10 | | |  |
| 6 | The EVC runs the distance "d" or the balise group with level transition order to LNTC ASFA is read. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | (LRBG2)  Packet 41  D\_LEVELTR =32767  M\_LEVELTR = 1  NID\_NTC = 0 (ASFA) | | |  |
| 7 | The EVC switches to level NTC ASFA (\*). | DMI (O) | | Level NTC Symbol  SN Symbol  LNTC ASFA transition announcement disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=1  M\_MODE=13  DMI\_SYMB\_STATUS  LE02, MO19 | | |  |
| Final state | | Level | | NTC | | |  |
| Mode | | SN | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | (\*) Level NTC does not manage TSR, therefore the system will not supervise the TRS in LNTC ASFA area. | | | | | |