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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 2.2.5 | 1 | | Level transition from L1 to LSTM LZB. The level transition announcement is not received, and the first signal of the level STM 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 STM LZB is performed correctly although the level transition announcement is not received, and the train runs according to the signaling in the level STM area | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 1 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | Maximum permitted speed | |
| Additional starting conditions | | | | The train is approaching a BG with level transition to LSTM LZB. The first signal beyond the transition border displays stop aspect.  The last balise of the BG that sends the level transition announcement is covered. | |
| 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 | While the train is braking, the balise group with level transition order to level STM LZB is read. | DMI (O) | | Level STM LZB acknowledgement is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41  D\_LEVELTR =32767  M\_LEVELTR = 1  NID\_STM = 10 (LZB)  START DISPLAYING TEXT MESSAGE (2) | | |  |
| 3 | Transition to LSTM LZB is performed. | DMI (O) | | Level STM Symbol  SN Symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=1  M\_MODE=13 | | |  |
|  | The driver acknowledges the level transition. | DMI (O) | | Level STM LZB acknowledgement disappears | | |  |
| DMI (I) | | Driver acknowledges the level transition. | | |  |
| JRU | | M\_DRIVERACTIONS = 10 | | |  |
| 4 | The EVC supervise the maximum speed corresponding to driving on LZB without transmission. | DMI (O) | | Supervision of Vpermitted according to LZB parameters | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 5 | The train comes to standstill and service brake is released | DMI (O) | | Vtrain=0  Service brake symbol disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN=0  SERVICE BRAKE STATE = REVOCATION | | |  |
| 6 | The train continues running under the train-specific STM LZB running conditions without transmission  Train stops in front of the signal in stop aspect | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| Final state | | Level | | STM | | |  |
| 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 first signal closed of the level STM area and apply brake if the train exceed it.  If, after the reaction due to inconsistency, it is not possible for the train to pass the balise group that send the transition order, and the train stops before the transition point. The driver will select “Override” to continue, and the train will transit from level 1 SR mode to STM LZB without transmission. | | | | | |