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| *TEST CASE DESCRIPTION* | | | | | | |
|  | | Code | Version | | Title | |
| Test Case | | 3.13.2 | 1 | | Exit from OS mode with the following signal opened for OS | |
|
| Baseline applicable | | Baseline 2 (2.3.0.d) | | | | |
| Test case author | | ADIF | | | | |
| Test Objective(s) | | Verify that the train switches from OS mode to FS mode in the track section where the OS area finishes, the transition to OS mode is performed afterwards. | | | | |
| Diagram | |  | | | | |
| Starting conditions | | Level | | 2 | | |
| Mode | | OS | | |
| Train Speed (km/h) | | V<V\_NVONSIGHT | | |
| Additional starting conditions | | The signal located at the end of the OS area shows the aspect associated to the entry on a potentially occupied track section. | | |
| Sequence of the Test Case | | Checkpoints | | | | |
| Step | Step description | Interfaces | Description of what to be tested at the interface | | | OK? |
| 1 | The train approaches the signal located at the end of the OS area and sends a position report to the RBC inside the ATAF area or the distance guaranteed as free (50 meters in rear of the light signal). | DMI (O) | OS mode symbol | | |  |
| DMI (I) |  | | |  |
| JRU | M\_MODE=1  M\_LEVEL=3  Message 136  Packet 0  M\_MODE=0  NID\_LRBG≠16777215  Q\_DIRLRBG≠2  Q\_DLRBG≠2 | | |  |
| 2 | The RBC sends a MA with an OS mode profile at a further location. | DMI (O) |  | | |  |
| DMI (I) |  | | |  |
| JRU | Message 3 (LRBG1)  Packet 15  Packet 21  Packet 27  Packet 80  M\_MAMODE=0  D\_MAMODE=D  L\_ACKMAMODE=L  V\_MAMODE=Vos | | |  |
| 3 | The train changes to FS mode and informs the RBC about the mode change with a position report. | DMI (O) | FS mode symbol | | |  |
| DMI (I) |  | | |  |
| JRU | M\_MODE=0  M\_LEVEL=3  Message 136  Packet 0  M\_MODE=0 | | |  |
| 4 | The train is approaching to the OS area and the EVC supervises the entry in the OS area as an EoA without release speed. | DMI (O) | Braking curve to the entry point of OS area without release speed. | | |  |
| DMI (I) |  | | |  |
| JRU | V\_PERMITTED decreases | | |  |
| 5 | The train follows the braking curve until it reaches the acknowledgement area and the driver is requested to acknowledge the transition to OS mode. | DMI (O) | Vtrain < Vos  OS mode transition acknowledgement | | |  |
| DMI (I) |  | | |  |
| JRU | V\_TRAIN < V\_MAMODE  L ≥ D - D\_LRBG1 START DISPLAYING TEXT MESSAGE | | |  |
| 6 | The driver acknowledges the transition to OS mode. The EVC switches to OS mode and sends a position report to the RBC. | DMI (O) | OS symbol  OS mode transition acknowledgement disappears | | |  |
| DMI (I) | Acknowledgement of OS mode | | |  |
| JRU | M\_MODE=1  M\_LEVEL=3  M\_DRIVERACTIONS = 0  Message 136  Packet 0  M\_MODE=1  STOP DISPLAYING TEXT MESSAGE | | |  |
| Final state | | Level | 2 | | | |
| Mode | OS | | | |
| Train Speed (km/h) | NR | | | |
| Other parameters |  | | | |
| Final Test Result | |  | | | | |
| Field of Application | | Spain | | | | |
| Briefing instructions | | If the trackside engineer is configured to send an OS mode profile at the current location, this test case shall be performed with this configuration. In this case, the expected result is that the on-board equipment continues running on OS mode after receiving a MA with an OS mode profile at the current location. | | | | |