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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | | Title | |
| Test Case | | 3.17.13 | 1 | | | Level transition from L2 to LNTC ASFA when the first signal beyond the transition border is in stop aspect | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 2 to level NTC ASFA is performed correctly and the transition fulfills the location and the speed requirements. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | 2 | | |
| Mode | | | FS | | |
| Train Speed (km/h) | | | Maximum permitted speed | | |
| Additional starting conditions | | | The train is approaching the level transition to Level STM and the first signal after the transition border (first signal in level STM area) displays stop aspect.  A level 2 movement authority beyond the transition border is stored on-board. | | |
| 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 or RBC. | DMI (O) | | Level NTC transition announcement | | |  |
| DMI (I) | |  | | |  |
| JRU | | (LRBG1)  (If received from RBC Message 3/24/33)  Packet 41  D\_LEVELTR = D1  M\_LEVELTR = 1  L\_ACKLEVELTR = L1  NID\_STM=0 (ASFA)  DMI\_SYMB\_STATUS  LE08 | | |  |
| 3 | The EVC runs the distance “D1-L1” at which the acknowledgement window of the transition to Level NTC ASFA is shown to the driver. | DMI (O) | | Level NTC Acknowledgement symbol is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end=D1-L1-L\_DOUBTUNDER  DMI\_SYMB\_STATUS  LE09 | | |  |
| 4 | The driver acknowledges the level transition | DMI (O) | | Level NTC acknowledgement disappears | | |  |
| DMI (I) | | Driver acknowledges the level transition. | | |  |
| JRU | | M\_DRIVERACTIONS = 10 | | |  |
| 5 | The train runs the distance "D1" or the balise group with level transition order to LNTC is read. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41  D\_LEVELTR = 32767  M\_LEVELTR = 1  NID\_STM=0 (ASFA) | | |  |
| 6 | Transition to LNTC is performed at a lower speed than the one permitted in the NTC ASFA system | DMI (O) | | Level NTC Symbol  SN Symbol  Level NTC transition announcement disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL= 1  M\_MODE = 13  DMI\_SYMB\_STATUS  LE02, MO19 | | |  |
| 7 | The train reports its position to the RBC due to the level transition | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet0  M\_LEVEL=1  M\_MODE = 13 | | |  |
| 8 | Driver is able to see the signals in order to continue running in LNTC ASFA and the NTC ASFA on-board system is able to receive the information of the ASFA balises | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 9 | The EVC runs the length of the train from the transition border. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message136  Packet0/1  estimated front end (LRBG2) = L\_TRAIN + L\_DOUBTOVER | | |  |
| 10 | The RBC sends an order to terminate the communication session and the termination of the communication session is performed. | DMI (O) | | Radio Connection Symbol disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message3/24/33  Packet42  Q\_RBC=0  Message 156  Message 39 | | |  |
| Final state | | Level | | NTC | | |  |
| Mode | | SN | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | |  | | | | | |