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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.8.6 | 1 | | SoM in SB mode. Train in front of a light signal and without valid train location info. | | |
|
| Baseline applicable | | Baseline 2 (2.3.0 d) | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the SoM procedure is performed correctly. The bi-directional exchange of messages between RBC and EVC is recorded in the JRU and the EVC switches from SB mode to SR mode and when train position is known, the EVC switches from SR to FS mode. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | SB | |
| Train Speed (km/h) | | | | 0 | |
| Additional starting conditions | | | | The train is at standstill without location information in front of a light signal (inside the distance guaranteed as free 50 meters in rear of the light signal).  The desk is opened. There is not communication session established with the RBC. | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The driver validates or introduces the Driver ID. | DMI (O) | |  | | |  |
| DMI (I) | | Driver ID | | |  |
| JRU | |  | | |  |
| 2 | The establishment of a communication session is initiated by the EVC. It is sent to the RBC a position report with invalid or unknown position. | DMI(O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 155 Message 32 Message 159 Message 157  Q\_STATUS=0 (invalid) / 2 (unknown)   Packet 0/1  NID\_LRBG= 16777215   D\_LRBG= 32767  Q\_DIRLRBG=2  Q\_DLRBG=2 | | |  |
| 3 | The RCB accepts the train. | DMI(O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 41 | | |  |
| 4 | The driver selects train data entry. Train data is entered or revalidated. Once the train data has been introduced, the driver selects Start. | DMI (O) | |  | | |  |
| DMI (I) | | Data Entry Select Start | | |  |
| JRU | | M\_DRIVERACTION = 20 M\_DRIVERACTION = 21 Message 129  Packet 11 Message 8 M\_DRIVERACTION = 19 Message 132 | | |  |
| 5 | The RBC grants an SR authorization. | DMI(O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 2  D\_SR = 32767 | | |  |
| 6 | The driver acknowledges the SR mode. | DMI (O) | | SR symbol | | |  |
| DMI (I) | | Acknowledgement of SR | | |  |
| JRU | | M\_DRIVERACTION=3 M\_MODE =2 | | |  |
| 7 | After reading the BG of the light signal the EVC reports to the RBC the train position. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0  NID\_LRBG≠16777215  Q\_DIRLRBG≠2  Q\_DLRBG≠2 | | |  |
| 8 | The RBC sends a message with MA information. The EVC switches to FS mode (\*). | DMI (O) | | FS symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3/33  Packet 15  Packet 21  Packet 27 | | |  |
| 9 | The EVC reports to the RBC the train position. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0  M\_MODE=0 | | |  |
| Final state | | Level | | 2 | | |  |
| Mode | | FS | | | |
| Train Speed (km/h) | | NR | | | |
| Other parameters | |  | | | |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | (\*)Depending on the infrastructure implementation and the speed of the train, the transition from SR to FS mode could be performed at the next main signal | | | | | |