|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | |
|  | | Code | Version | Title | | |
| Test Case | | 3.6.9 | 2 | Management of the overlapping TSR information sent by the RBC. | | |
|
| Baseline applicable | | Baseline 3 | | | | |
| Test case author | | ADIF | | | | |
| Test Objective(s) | | Verify that the EVC manages the overlap of two TSRs and speed supervision correctly. | | | | |
| Diagram | |  | | | | |
| Starting conditions | | Level | | | 2 | |
| Mode | | | FS | |
| Train Speed (km/h) | | | NR | |
| Additional starting conditions | | |  | |
| Sequence of the Test Case | | Checkpoints | | | | |
| Step | Step description | Interfaces | Description of what to be tested at the interface | | | OK? |
| 1 | The RBC sends a message with two overlapping TSRs. The speed of the TSR1 is lower than the speed of the TSR2. The distance to the beginning of TSR1 is further than the distance to the TRS2. | DMI (O) |  | | |  |
| DMI (I) |  | | |  |
| JRU | Message 3/24/33 (LRBG1)  Packet 65  NID\_TSR= TSR1  D\_TSR= D1  Q\_FRONT=0  L\_TSR=L1  V\_TSR=V1  Packet 65  NID\_TSR= TSR2  D\_TSR= D2  Q\_FRONT=0  L\_TSR=L2  V\_TSR=V2 V1 < V2 D1 > D2 D1 < D2 + L2 | | |  |
| 2 | The train starts the braking curve to the TSR2. | DMI (O) | Braking curve with Vtarget = V2 Vtrain < Vpermitted | | |  |
| DMI (I) |  | | |  |
| JRU | V\_TRAIN < V\_PERM SPEED AND DISTANCE MONITORING INFORMATION  V\_TARGET= V2   D\_TARGET = D2 - D\_LRBG1 - L\_DOUBTUNDER  M\_SDMTYPE=1 | | |  |
|
| 3 | The train reaches the TSR2 area when the max safe front end has run the distance D2. | DMI (O) | Vpermitted = V2 Vtrain ≤ V2 | | |  |
| DMI (I) |  | | |  |
| JRU | V\_TRAIN ≤ V2 estimated front end = D2 (LRBG1) - L\_DOUBTUNDER  SPEED AND DISTANCE MONITORING INFORMATION  V\_PERM = V2  M\_SDMTYPE=0 | | |  |
|
| 4 | The train is running in the TSR2 area when the braking curve to the TSR1 has started. | DMI (O) | Braking curve with Vtarget = V1 Vtrain < Vpermitted | | |  |
| DMI (I) |  | | |  |
| JRU | V\_TRAIN < V\_PERM SPEED AND DISTANCE MONITORING INFORMATION  V\_TARGET= V1  D\_TARGET = D1 - D\_LRBG1 - L\_DOUBTUNDER  M\_SDMTYPE=1 | | |  |
|
| 5 | The train reaches with the max safe front end the overlapping TSR area. The supervised speed is V1. | DMI (O) | Vpermitted = V1 Vtrain ≤ V1 | | |  |
| DMI (I) |  | | |  |
| JRU | V\_TRAIN ≤ V1 estimated front end = D1 (LRBG1) - L\_DOUBTUNDER  SPEED AND DISTANCE MONITORING INFORMATION  V\_PERM = V1  M\_SDMTYPE=0 | | |  |
|
| 6 | The train min safe rear end has reached the end of the TSR 1 area. | DMI (O) | Vpermitted = V2  V\_TRAIN ≤ V2 | | |  |
| DMI (I) |  | | |  |
| JRU | V\_PERM = V2  V\_TRAIN ≤ V2  estimated front end=D1(LRBG1)+L1+L\_TRAIN+L\_DOUBTOVER  SPEED AND DISTANCE MONITORING INFORMATION  V\_PERM = V1  M\_SDMTYPE=0 | | |  |
|
| 7 | The train min safe rear end has reached the end of the TSR 2 area. | DMI (O) | Vpermitted ≠ V2 | | |  |
| DMI (I) |  | | |  |
| JRU | estimated front end = D2 (LRBG1) + L2 + L\_TRAIN + L\_DOUBTOVER  SPEED AND DISTANCE MONITORING INFORMATION  V\_PERM ≠ V2≠V1 | | |  |
|
| Final state | | Level | 2 | | |  |
| Mode | FS | | |  |
| Train Speed (km/h) | V\_TRAIN>V2 | | |  |
| Other parameters | The train runs inside the overlapping TSR area. | | |  |
| Final Test Result | |  | | | | |
| Field of Application | | Spain | | | | |
| Briefing instructions | |  | | | | |