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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | | Title | |
| Test Case | | 3.17.43 | 1 | | | Level transition from LNTC LZB to L2. Degraded braking conditions. | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level NTC LZB to level 2 is performed correctly. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | NTC LZB | | |
| Mode | | | SN | | |
| Train Speed (km/h) | | | Maximum permitted speed | | |
| Additional starting conditions | | | The train is running in LNTC LZB with transmission and approaching a BG with level 2 transition announcement. The first signal after the level transition border is in stop aspect. The braked weight percentage entered in the train data entry is the corresponding to the worst running conditions. | | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The EVC receives the order to connect with the RBC via balise group. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 42  NID\_RBC  NID\_RADIO  Q\_RBC = 1 | | |  |
| 2 | The EVC starts to establish safe radio connection. | DMI (O) | | Safe radio connection “Connection Up” symbol is displayed. | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 155  Message 32  Message 159  Message 129  Message 8  DMI\_SYMB\_STATUS  ST03 | | |  |
| 3 | The train receives the level transition announcement via balise group or RBC. | DMI (O) | | Level 2 transition announcement | | |  |
| DMI (I) | |  | | |  |
| JRU | | (LRBG1)  (if received from RBC Message 3/24/33)  Packet 41  D\_LEVELTR = D1  M\_LEVELTR = 3  L\_ACKLEVELTR = L1  DMI\_SYMB\_STATUS  LE12 | | |  |
| 4 | The EVC runs the distance “D1-L1” at which the acknowledgement window of the transition to Level 2 is shown to the driver. | DMI (O) | | Level 2 Acknowledgement is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end=D1-L1-L\_DOUBTUNDER  DMI\_SYMB\_STATUS  LE13 | | |  |
| 5 | The driver acknowledges the level transition. | DMI (O) | | Level 2 Acknowledgement disappears | | |  |
| DMI (I) | | Driver acknowledges the level transition. | | |  |
| JRU | | M\_DRIVERACTIONS = 8 | | |  |
| 6 | The EVC receives a MA from the RBC. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3  Packet 15  Packet 21  Packet 27 | | |  |
| 7 | The EVC runs the distance "D1" or the balise group with level transition order to L2 is read. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41  D\_LEVELTR = 32767  M\_LEVELTR = 3 | | |  |
| 8 | Transition to L2 is performed. | DMI (O) | | Level 2 Symbol  FS Symbol  Vpermitted does not decrease  Level 2 transition announcement disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL= 3  M\_MODE = 0  DMI\_SYMB\_STATUS  LE04, MO11 | | |  |
| 9 | The train stops close to the closed signal. | DMI (O) | | Continuous supervision of Vpermitted up to Vpermitted = 0. | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| Final state | | Level | | 2 | | |  |
| Mode | | FS | | |  |
| Train Speed (km/h) | | 0 | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | Step 4 could take place at any moment between step 1 and step 5, both steps included.  The braked weight percentage corresponding to the worst running conditions shall be defined by the rolling stock operator for each train | | | | | |