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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 1.4.12 | 2 | | Level transition from L1 to LNTC ASFA. The level transition announcement is not received, and the first signal of the level NTC area is closed. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 1 to level NTC ASFA is performed correctly although the level transition announcement is not received, and the train runs according to the signaling in the level NTC area. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 1 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | Maximum permitted speed | |
| Additional starting conditions | | | | The train is running in a level 1 area approaching to a level NTC area.  The first signal after the transition border (first signal in level NTC area) displays stop aspect.  The last balise of the BG that sends the level transition announcement is covered. | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The train does not read the BG completely containing packet 41 with level transition announcement. The train applies the linking reaction programmed (service brake). | DMI (O) | | Service brake symbol  Linking error message | | |  |
| DMI (I) | |  | | |  |
| JRU | | BALISE GROUP ERROR  M\_ERROR=1  SERVICE BRAKE COMMAND STATE = COMMANDED  DMI\_SYMB\_STATUS  ST01  SYSTEM\_STATUS\_MESSAGE  Balise read error | | |  |
| 2 | The train comes to standstill and service brake is revoked. The MA and track description are shortened to the current train position. | DMI (O) | | Vtrain=0  Service brake symbol disappears  MA shortening | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN=0  V\_PERM=0  D\_TARGET=0  SERVICE BRAKE COMMAND STATE = NOT COMMANDED | | |  |
| 3 | The driver selects “Override” to continue. | DMI (O) | | Level 1  SR mode symbol  Override EoA symbol | | |  |
| DMI (I) | | Override EoA is selected | | |  |
| JRU | | M\_MODE=2  M\_DRIVERACTIONS = 14 | | |  |
| 4 | Override function is activated. | DMI (O) | | Override EoA symbol  Vpermitted = V\_NVSUPOVTRP | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_PERM = V\_NVSUPOVTRP  DMI\_SYMB\_STATUS  MO03 | | |  |
| 5 | The Override procedure finalizes. | DMI (O) | | Level 1 symbol  SR mode symbol  Override EoA symbol disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_PERM = V\_NVSTFF  M\_LEVEL = 2  M\_MODE = 2  DMI\_SYMB\_STATUS  LE03, MO09 | | |  |
| 6 | The balise group with level transition order to Level NTC is read. | DMI (O) | | Level NTC ASFA Acknowledgement is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=2  M\_MODE=2  Packet 41  D\_LEVELTR = 32767  M\_LEVELTR = 1  NID\_NTC = 0 (ASFA)  DMI\_SYMB\_STATUS  LE09 | | |  |
| 7 | Transition to LNTC ASFA is performed and the driver acknowledges the level transition. | DMI (O) | | Level NTC Symbol  SN Symbol  Level NTC ASFA Acknowledgement disappears | | |  |
| DMI (I) | | Driver acknowledges the level transition | | |  |
| JRU | | M\_LEVEL= 1  M\_MODE = 13  M\_DRIVERACTIONS = 10  DMI\_SYMB\_STATUS  LE02, MO19 | | |  |
| 8 | Driver is able to see the signals in order to continue running in NTC ASFA and the NTC ASFA on-board system is able to receive the information of the ASFA balises | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| Final state | | Level | | NTC | | |  |
| Mode | | SN | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | The permitted speed at the transition point allows the train to respect the signaling speed restrictions in the level NTC ASFA area.  In addition it shall be verified that once the level transition is performed the driver is able to see the aspect of the Distant Signal associated to the first signal of the level NTC area and the NTC ASFA system is able to read the information of the Distant Signal associated to the first signal of the level NTC area. | | | | | |