|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 4.1.3 | 1 | | Level transition from L0+ LZB to L1. Standard operating conditions. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 0 + LZB to level 1 is performed correctly. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 0 | |
| Mode | | | | UN | |
| Train Speed (km/h) | | | | Maximum permitted speed | |
| Additional starting conditions | | | | The train is running in L0+LZB with transmission approaching the level transition border to L1 at the maximum speed of the line and the signal at the transition border displays proceed aspect. | |
| 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. | DMI (O) | | Level 1 transition announcement | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL = 0  M\_MODE = 4  Packet 41 | | |  |
| D\_LEVELTR = D1  M\_LEVELTR = 2  DMI\_SYMB\_STATUS  LE10 | | |
| 2 (\*) (\*\*)  (\*\*\*) | The LZB equipment runs the distance at which the acknowledgement of the transition to “End of LZB” is shown to the driver. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 3 (\*) (\*\*)  (\*\*\*) | The driver acknowledges the “End of LZB” | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 4 | The EVC receives a MA from a BG | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 12  Packet 21  Packet 27 | | |  |
| 5 | The EVC runs the distance "D1" or the balise group with level transition order to L1 is read. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41  D\_LEVELTR = 0/32767 | | |  |
| M\_LEVELTR = 2 | | |
| 6 | Transition to L1 is performed. (without abrupt changes in the permitted speed) | DMI (O) | | Level 1 Symbol | | |  |
| FS Symbol  Level 1 transition announcement disappears  Vpermitted does not decrease | | |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL= 2  M\_MODE = 0 | | |  |
| DMI\_SYMB\_STATUS  LE03, MO11 | | |
| 7 (\*\*)  (\*\*\*) | LZB equipment changes to “No transmission” mode.  Train continues in L1 + LZB without transmission | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| Final state | | Level | | 1 | | |  |
| Mode | | FS | | |  |
| Train Speed (km/h) | | Maximum permitted speed | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | (\*) Step 1 could take place at any moment between step 2 and step 3.  (\*\*) In case that the LZB continues into the line, the train will continue with LZB in Transmission mode and these steps will not take place.  (\*\*\*) These steps should be checked in the LZB onboard unit. | | | | | |