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| *TEST CASE DESCRIPTION* | | | | | |
|  | | Code | Version | Title | |
| Test Case | | 1.11.4 | 2 | Maximum speed supervision in the complete line. | |
|
| Baseline applicable | | Baseline 3 | | | |
| Test case author | | ADIF | | | |
| Test Objective(s) | | Verify the non-appearance of improper braking curves when the train is running at maximum speed with the maximum free path ahead and the other train interfaces with the infrastructure. | | | |
| Diagram | |  | | | |
| Starting conditions | | Level | | 1 | |
| Mode | | FS | |
| Train Speed (km/h) | | Maximum permitted speed | |
| Additional starting conditions | | Main route and preferred direction of running with maximum free path ahead.  Trains with fixed composition or a finite number of predefined compositions shall introduce max number of compositions.  Train with variable composition shall introduce max length | |
| Sequence of the Test Case | | Checkpoints | | | |
| Step | Step description | Interfaces | Description of what to be tested at the interface | | OK? |
| 1 | The train is running on a main route, in the preferred direction of running at a maximum speed. The start and end locations of SSP changes match the speed restrictions of the line (set out in the Infrastructure Manager documentation). | DMI (O) | FS symbol  No breaking curves that are not related to the speed restrictions of the line are observed. | |  |
| DMI (I) |  | |  |
| JRU | M\_MODE=0  D\_STATIC  V\_STATIC  DMI\_SYMB\_STATUS  MO11 | |  |
| Final state | | Level | 1 | |  |
| Mode | FS | |  |
| Train Speed (km/h) | NR | |  |
| Other parameters |  | |  |
| Final Test Result | |  | | | |
| Field of Application | | Spain | | | |
| Briefing instructions | | -Execution in all possible runs on main routes in the preferred direction of running.  -Verify that the SSP information matches with Maximum Permitted Speed of the line provided by Infrastructure Manager.  -To carry out the test case, the overlap area with other lines will be taken into account. | | | |