|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | | Title | |
| Test Case | | 3.17.15 | 1 | | | Level transition from LSTM ASFA to L2. Signal at stop aspect. | |
|
| Baseline applicable | | Baseline 2 (2.3.0.d) | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition to level 2 is performed correctly. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | STM ASFA | | |
| Mode | | | SN | | |
| Train Speed (km/h) | | | NR | | |
| Additional starting conditions | | | The train is approaching the level transition to Level 2 and the signal at the transition border displays stop aspect. | | |
| 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  Q\_SLEEPSESSION = 0 | | |  |
| 2 | The EVC starts to establish safe radio connection. | DMI (O) | | Safe radio connection symbol is displayed. | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 155  Message 32  Message 159  Message 129  Message 8 | | |  |
| 3 | The train receives the level transition announcement via balise group or RBC. | DMI (O) | | Transition announcement message to L2 | | |  |
| DMI (I) | |  | | |  |
| JRU | | (LRBG1)  (if received from RBC Message 3/24/33)  Packet 41  D\_LEVELTR = D1  M\_LEVELTR = 3  L\_ACKLEVELTR = L1  START DISPLAYING TEXT MESSAGE (1) | | |  |
| 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 | | START DISPLAYING TEXT MESSAGE (2)  Estimated front end=D1-L1-L\_DOUBTUNDER | | |  |
| 5 | The driver acknowledges the level transition. | DMI (O) | | Level 2 Acknowledgement disappears | | |  |
| DMI (I) | | Driver acknowledges the level transition. | | |  |
| JRU | | M\_DRIVERACTIONS = 8  STOP DISPLAYING TEXT MESSAGE (2) | | |  |
| 6 | The train is at standstill in front of the light signal showing stop aspect. The driver selects “Override EoA”. | DMI (O) | | Vtrain = 0 Km/h | | |  |
| DMI (I) | | EoA Override | | |  |
| JRU | | V\_TRAIN=0  M\_DRIVERACTIONS = 14 | | |  |
| 7 | Override function is activated. | DMI (O) | | Override EoA Symbol  Vpermitted = V\_NVSUPOVTRP | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_PERMITTED = V\_NVSUPOVTRP | | |  |
| 8 | The train receives the level transition order. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41  D\_LEVELTR = 32767  M\_LEVELTR = 3 | | |  |
| 9 | The Override procedure finalizes and the EVC switches to level 2. | DMI (O) | | Level 2 symbol  SR mode symbol  Override EoA symbol disappears  Level 2 transition announcement disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_PERMITTED = V\_NVSTFF  M\_LEVEL = 3  M\_MODE = 2  STOP DISPLAYING TEXT MESSAGE (1) | | |  |
| 10 | The EVC reports to the RBC the train position due to the level transition. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0  M\_LEVEL = 3 | | |  |
| Final state | | Level | | 2 | | |  |
| Mode | | SR | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | Depending on the implementation of the STM ASFA, the driver could have to select (besides the OEoA selection for ERTMS) the ASFA override button to pass the signal at stop aspect. | | | | | |