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| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 4.2.3 | 1 | | Level transition from L1 to L0+LZB. Degraded braking conditions + maximum train length. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 1 to level L0 + LZB is performed correctly, without abrupt changes in the permitted speed. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 1 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | NR | |
| Additional starting conditions | | | | The train is approaching a BG with level L0 + LZB 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, and the entered train length is the maximum train length possible. | |
| 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 L0 transition announcement  Continuous supervision of Vpermitted. | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL = 2  M\_MODE = 0  Packet 41 | | |  |
| D\_LEVELTR = D1  M\_LEVELTR = 0  L\_ACKLEVELTR = L1  NID\_NTC  L1 = 5 sec. x Vmax (track section)  DMI\_SYMB\_STATUS  LE06 | | |
| 2 (\*)  (\*\*) | The train passes a BKW/CDI point with the rear End.  LZB onboard unit enters in “transmission mode” | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 3 (\*) | The EVC runs the distance “D1-L1” at which the acknowledgement window of the transition to Level 0 is shown to the driver. | DMI (O) | | Level 0 acknowledgement is displayed | | |  |
|  | | |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end=D1-L1-L\_DOUBTUNDER  DMI\_SYMB\_STATUS  LE07 | | |  |
| 4 (\*) | The driver acknowledges the level transition | DMI (O) | | Level 0 acknowledgement disappears  Continuous supervision of Vpermitted | | |  |
| DMI (I) | | Driver acknowledges the level transition. | | |  |
| JRU | | M\_DRIVERACTIONS = 6 | | |  |
| 5 | The EVC runs the distance "D1" or the balise group with level transition order to Level 0 is read | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41  D\_LEVELTR =0/32767  M\_LEVELTR = 0 | | |  |
| 6 | The EVC switches to Level 0 | DMI (O) | | Level 0 Symbol  UN Symbol  L0 transition announcement disappears | | |  |
| JRU | | M\_LEVEL=0  M\_MODE=4 | | |  |
| DMI\_SYMB\_STATUS  LE01, MO16 | | |
| 7  (\*\*) | LZB system continues with transmission mode | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 8  (\*\*) | The train stops close to the closed signal (The LZB system supervises the permitted speed up to Vpermitted=0) | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| Final state | | Level | | 0 + LZB | | |  |
| Mode | | UN | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | The braked weight percentage corresponding to the worst running conditions shall be defined by the rolling stock operator for each train.  (\*) These steps could be executed in different order.  (\*\*) These steps should be checked in the LZB onboard unit. | | | | | |