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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.17.8 | 1 | | Level transition from L2 to LNTC LZB. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level 2 to level NTC LZB is performed correctly. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | Maximum permitted speed | |
| Additional starting conditions | | | | The train is approaching the level transition to LZB at the maximum speed of the line and the last lineside signal in the Level 2 area displays proceed aspect and all the marker boards at the level LZB area are also in proceed aspect.  A level 2 movement authority beyond the transition border is stored onboard (\*). | |
| 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 or by RBC. | DMI (O) | | Level NTC LZB transition announcement | | |  |
| DMI (I) | |  | | |  |
| JRU | | (LRBG1)  (If received from RBC Message 3/24/33)  Packet 41 | | |  |
| D\_LEVELTR = D1  M\_LEVELTR = 1  L\_ACKLEVELTR = L1  NID\_NTC  DMI\_SYMB\_STATUS  LE08 | | |
| 2 | The EVC runs the distance “D1-L1” at which the acknowledgement window of the transition to Level NTC LZB is shown to the driver. | DMI (O) | | Level NTC LZB acknowledgement is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end=D1-L1-L\_DOUBTUNDER  DMI\_SYMB\_STATUS  LE09 | | |  |
| 3 | The train passes over a CDI and enters in LZB transmission. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 4 | The driver acknowledges the level transition | DMI (O) | | Level NTC LZB acknowledgement disappears | | |  |
| DMI (I) | | Driver acknowledges the level transition. | | |  |
| JRU | | M\_DRIVERACTIONS = 10 | | |  |
| 5 | The train runs the distance "D1" or the balise group with level transition order to LNTC LZB is read | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | (LRBG2)  Packet 41 | | |  |
| D\_LEVELTR =32767  M\_LEVELTR = 1  NID\_NTC = 10 (LZB) | | |
| 6 | The EVC switches to Level NTC LZB (the permitted speed does not decrease abruptly). | DMI (O) | | Level NTC Symbol  SN Symbol  Constant Vpermitted  LNTC LZB transition announcement disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL=1  M\_MODE=13 | | |  |
| DMI\_SYMB\_STATUS  LE02, MO19 | | |
| 7 | The train reports its position to the RBC due to the level transition | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0 | | |  |
| M\_LEVEL=1 | | |
| 8 | The EVC runs the distance of the train from the transition border. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0/1 | | |  |
| Estimated front end (LRBG2) = L\_TRAIN + L\_DOUBTOVER | | |
| 9 | The RBC sends an order to terminate the communication session and the termination of the communication session is performed. | DMI (O) | | Safe radio connection “Connection Up” symbol disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3/24/33  Packet 42  Q\_RBC=0  Message 156  Message 39 | | |  |
| 10 | NTC LZB continues with transmission mode | 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 | | (\*) In any case to enter the LZB area the EVC must have information of the new area. This information can be transmitted as MA and track description of the new area.  In case the train is equipped with L0+LZB instead of NTC LZB, the test case shall be performed to verify the transition from L2 to L0 LZB. | | | | | |