|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.6.2 | 2 | | Management of TSR information sent by the RBC. FS mode. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the EVC manages at least one temporary speed restriction in FS mode sent by the RBC and the EVC supervises the permitted speed correctly. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | NR | |
| Additional starting conditions | | | |  | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The RBC sends a message with TSR information. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3/24/33 (LRBG1)  Packet 65  NID\_TSR = TSR(k)  D\_TSR= D(k)  L\_TSR=L(k)  V\_TSR=V(k)  Q\_FRONT=0 | | |  |
| 2 | The train starts the braking curve to the TSR start location. | DMI (O) | | Braking curve with Vtarget = V(k)  Vtrain < Vpermitted | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN < V\_PERM  SPEED AND DISTANCE MONITORING INFORMATION  V\_TARGET= V(k)  D\_TARGET = D(k) - D\_LRBG1 - L\_DOUBTUNDER  M\_SDMTYPE=1 | | |  |
| 3 | The train reaches the TSR area when the max safe front end has run the distance D(k). | DMI (O) | | Vpermitted = V(k) Vtrain ≤ V(k) | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN ≤ V(k) estimated front end = D(k) (LRBG1) - L\_DOUBTUNDER  SPEED AND DISTANCE MONITORING INFORMATION  V\_PERM = V(k)  M\_SDMTYPE=0 | | |  |
| 4 | The train exceeds the permitted speed until the brake intervention limit. | DMI (O) | | Vtrain > Vpermitted  Warning  Service brake symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN > V\_PERM  SERVICE BRAKE STATE = APPLICATION  SPEED AND DISTANCE MONITORING INFORMATION  M\_SDMSUPSTAT=4 | | |  |
| 5 | The brakes are applied until the train speed is below the permitted speed. | DMI (O) | | Vtrain ≤ Vpermitted  Service brake symbol disappears | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN ≤ V\_PERM  SERVICE BRAKE STATE = REVOCATION  SPEED AND DISTANCE MONITORING INFORMATION  M\_SDMSUPSTAT=0 | | |  |
| 6 | The supervision of the TSR finishes when the min safe rear has reached the end of the TSR area. | DMI (O) | | Vpermitted > V(k) | | |  |
| DMI (I) | |  | | |  |
| JRU | | estimated front end = D(k) (LRBG1) + L(k) + L\_TRAIN + L\_DOUBTOVER  SPEED AND DISTANCE MONITORING INFORMATION  V\_PERM ≠ V(k)  M\_SDMTYPE=0 | | |  |
| Final state | | Level | | 2 | | |  |
| Mode | | FS | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | |  | | | | | |