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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.8.7 | 2 | | SoM in SB mode after exit of SL mode. Train in a stabling area and the train location information is valid. | | |
|
| Baseline applicable | | Baseline 2 (2.3.0 d) | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the SoM is performed correctly in SB mode when the EVC has switched from SL mode to SB mode. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | SL | |
| Train Speed (km/h) | | | | 0 | |
| Additional starting conditions | | | | Train is at standstill at a stabling area and in rear of the previus BG of the exit signal (outside the ATAF area).  There is no communication session established between the EVC and the RBC. | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The desk of CAB B is closed, and the driver opens the desk of the CAB A. The EVC switches from SL mode to SB mode. | DMI (O) | | SB Symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_MODE= 6 | | |  |
| 2 | The driver validates or introduces the Driver ID. | DMI (O) | |  | | |  |
| DMI (I) | | DRIVER\_ID | | |  |
| JRU | |  | | |  |
| 3 | The establishment of a communication session is initiated by the EVC.  A position report with valid position is sent to the RBC. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 155  Message 32  Message 159  Message 157  Q\_STATUS=1 (valid)  Packet 0/1  NID\_LRBG≠16777215  Q\_DIRLRBG≠2  Q\_DLRBG≠2 | | |  |
| 4 | The driver selects train data entry. Train data is entered or revalidated. | DMI (O) | |  | | |  |
| DMI (I) | | Driver selects Data Entry | | |  |
| JRU | |  | | |  |
| 5 | Driver selects “Start”. | DMI (O) | |  | | |  |
| DMI (I) | | Driver selects Start | | |  |
| JRU | | M\_DRIVERACTION=19  Message 132 | | |  |
| 6 | The RBC sends an SR authorization for running in SR mode. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 2  D\_SR | | |  |
| 7 | The driver acknowledges the entry in SR mode. | DMI (O) | | SR Symbol | | |  |
| DMI (I) | | Driver acknowledges the entry in SR mode. | | |  |
| JRU | | M\_DRIVERACTION=3  M\_MODE=2 | | |  |
| 8 | The EVC sends a position report indicating that its “min safe front end” is inside the ATAF area (or distance guaranteed as free area). | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0  NID\_LRBG≠16777215  Q\_DIRLRBG≠2  Q\_DLRBG≠2 | | |  |
| 9 | The RBC sends a Movement authority and the EVC switches from SR to FS mode. | DMI (O) | | FS Symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3  Packet 15  Packet 21  Packet 27 | | |  |
| 10 | The EVC reports to the RBC the train position. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0  M\_MODE=0 | | |  |
| Final state | | Level | | 2 | | |  |
| Mode | | FS | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | |  | | | | | |