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| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 1.7.1 | 1 | | MA update after a passenger stop. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the train can run over the main balise group (or infill BG) associated to a signal after the expiration of the MA timer after a commercial stop. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 1 | |
| Mode | | | | FS | |
| Train Speed (km/h) | | | | NR | |
| Additional starting conditions | | | | Train with route to the track of the commercial stop with the most restrictive distance to the danger point and exit signal with permissive 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 a MA from a BG. | DMI (O) | | FS symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_MODE = 0  (Packet 136)  Packet 12  V\_MAIN > 0  L\_SECTION = L  Q\_SECTIONTIMER = 1  T\_SECTIONTIMER = T  D\_SECTIONTIMERSTOPLOC = D  DMI\_SYMB\_STATUS  MO11 | | |  |
| 2 | The train stops at the commercial stop area and the timer associated with the MA expires. MA and track data are shortened to the beginning of the corresponding MA section. | DMI (O) | | MA shortening  Vtarget = 0  Vrelease = V\_NVREL | | |  |
| DMI (I) | |  | | |  |
| JRU | | D\_TARGET shortening  V\_TARGET = 0  V\_RELEASE=V\_NVREL | | |  |
| 3 | The train continues running after the commercial stop and runs over a BG that updates the MA. | DMI (O) | | MA update | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 12  V\_MAIN>0 | | |  |
| Final state | | Level | | 1 | | | |
| Mode | | FS | | | |
| Train Speed (km/h) | | NR | | | |
| Other parameters | |  | | | |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | This test case shall be performed in all the stations with commercial stop, in the tracks with the more restrictive distance to danger point. | | | | | |