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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.17.11 | 1 | | Level transition from LNTC LZB to L2. Signal at stop aspect. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition to level 2 is performed correctly. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | NTC LZB | |
| Mode | | | | SN | |
| Train Speed (km/h) | | | | NR | |
| Additional starting conditions | | | | The train is approaching the level transition to Level 2 and the signal at the transition border displays stop 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 the order to connect with the RBC via balise group. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 42  NID\_RBC  NID\_RADIO | | |  |
| Q\_RBC = 1 | | |
| 2 | The EVC starts to establish safe radio connection. | DMI (O) | | Safe radio connection “Connection Up” symbol is displayed. | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 155  Message 32  Message 159 | | |  |
| Message 129  Message 8  DMI\_SYMB\_STATUS  ST03 | | |
| 3 | The train receives the level transition announcement via balise group or RBC. | DMI (O) | | Level 2 transition announcement | | |  |
| DMI (I) | |  | | |  |
| JRU | | (LRBG1)  (if received from RBC Message 3/24/33)  Packet 41 | | |  |
| D\_LEVELTR = D1  M\_LEVELTR = 3  L\_ACKLEVELTR = L1  DMI\_SYMB\_STATUS  LE12 | | |
| 4 | The EVC runs the distance “D1-L1” at which the acknowledgement window of the transition to Level 2 is shown to the driver. | DMI (O) | | Level 2 Acknowledgement is displayed | | |  |
| DMI (I) | |  | | |  |
| JRU | | Estimated front end=D1-L1-L\_DOUBTUNDER  DMI\_SYMB\_STATUS  LE13 | | |  |
| 5 | The driver acknowledges the level transition | DMI (O) | | Level 2 Acknowledgement disappears | | |  |
| DMI (I) | | Driver acknowledges the level transition. | | |  |
| JRU | | M\_DRIVERACTIONS = 8 | | |  |
| 6 | The train is at standstill in front of the light signal showing stop aspect. The driver selects “Override EoA” in ETCS equipment and “Override” in the NTC LZB equipment. | DMI (O) | | Vtrain= 0 Km/h | | |  |
| DMI (I) | | EoA Override  NTC LZB Override | | |  |
| JRU | | V\_TRAIN=0 | | |  |
| M\_DRIVERACTIONS = 14  LZB Command = true | | |
| 7 | Override function is activated | DMI (O) | | Override EoA Symbol  Vpermitted = Vov | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_PERM = V\_NVSUPOVTRP  DMI\_SYMB\_STATUS  MO03 | | |  |
| 8 | The balise group with the level transition order is read | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41  D\_LEVELTR = 32767  M\_LEVELTR = 3 | | |  |
| 9 | The Override procedure finalizes and the EVC switches to level 2 | DMI (O) | | Level 2 symbol  SR mode symbol | | |  |
| Override EoA symbol disappears  Level 2 transition announcement disappears | | |
| DMI (I) | |  | | |  |
| JRU | | V\_PERM = V\_NVSTFF  M\_LEVEL = 3  M\_MODE = 2 | | |  |
| DMI\_SYMB\_STATUS  LE04, MO09 | | |
| 10 | The EVC reports to the RBC the train position due to the level transition. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0 | | |  |
| M\_LEVEL=3 | | |
| Final state | | Level | | 2 | | |  |
| Mode | | SR | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | |  | | | | | |