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| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 4.1.4 | 2 | | Level transition from L0+LZB to L1. The first signal after the level transition border is in stop aspect. Degraded braking conditions. | | |
|
| Baseline applicable | | Baseline 2 (2.3.0.d) | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from level L0 + LZB to level 1 is performed correctly, without abrupt changes in the permitted speed. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 0 | |
| Mode | | | | UN | |
| Train Speed (km/h) | | | | Maximum permitted speed | |
| Additional starting conditions | | | | The train is running in L0 + LZB with transmission and approaching a BG with level 1 transition announcement. The first signal after the level transition border is in stop aspect.  The braked weight percentage entered in the train data entry is the corresponding to the worst running conditions. | |
| 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. | DMI (O) | | Level 1 transition announcement is displayed  Continuous supervision of Vpermitted | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL = 0  M\_MODE = 4  Packet 41  D\_LEVELTR = D1  M\_LEVELTR = 2 | | |  |
| 2 (\*) (\*\*) (\*\*\*) | The LZB equipment runs the distance at which the acknowledgement of the transition to “End of LZB” is shown to the driver. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 3 (\*) (\*\*) | The driver acknowledges the “End of LZB”. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 4 | The EVC receives a MA from a BG. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 12  Packet 21  Packet 27 | | |  |
| 5 | The EVC runs the distance "D1" or the balise group with level transition order to L1 is read. | DMI (O) | | Continuous supervision of Vpermitted | | |  |
| DMI (I) | |  | | |  |
| JRU | | Packet 41  D\_LEVELTR = 32767  M\_LEVELTR = 2 | | |  |
| 6 | Transition to L1 is performed (without abrupt changes in the permitted speed). | DMI (O) | | Level 1 Symbol  FS Symbol  Level 1 transition announcement disappears  Continuous supervision of Vpermitted | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL= 2  M\_MODE = 0 | | |  |
| 7 (\*\*) (\*\*\*) | LZB equipment changes to “No transmission” mode.  Train continues in L1 + LZB without transmission. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| 8 | The train stops close to the closed signal. | DMI (O) | | Continuous supervision of Vpermitted up to Vpermitted = 0. | | |  |
| DMI (I) | |  | | |  |
| JRU | |  | | |  |
| Final state | | Level | | 1 | | |  |
| Mode | | FS | | |  |
| Train Speed (km/h) | | 0 | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | | The braked weight percentage corresponding to the worst running conditions shall be defined by the rolling stock operator for each train.  (\*) Step 1 could take place at any moment between step 2 and step 3.  (\*\*) In case that the LZB continues into the line, the train will continue with LZB in Transmission mode and these steps will not take place.  (\*\*\*) These steps should be checked in the LZB on board unit. | | | | | |