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| *TEST CASE DESCRIPTION* | | | | | | |
|  | | Code | Version | | Title | |
| Test Case | | 3.19.5 | 2 | | TSR revocation in RBC/RBC Handover area. | |
|
| Baseline applicable | | Baseline 3 | | | | |
| Test case author | | ADIF | | | | |
| Test Objective(s) | | Check that a TSR that has been announced while the train runs in the proximities of a RBC/RBC Hand-over border is revoked. | | | | |
| Diagram | |  | | | | |
| Starting conditions | | Level | | 2 | | |
| Mode | | FS | | |
| Train Speed (km/h) | | NR | | |
| Additional starting conditions | | Route established where a TSR (or more than one TSR) that will be revoked exists.  The on-board is able to manage two communication sessions simultaneously.  A movement authority which reaches the RBC/RBC Handover border is stored on board. | | |
| Sequence of the Test Case | | Checkpoints | | | | |
| Step | Step description | Interfaces | Description of what to be tested at the interface | | | OK? |
| 1 | RBC1 sends a transition announcement to RBC2. | DMI (O) |  | | |  |
| DMI (I) |  | | |  |
| JRU | Message 3/24 (LRBG1)  Packet 131  NID\_RBC (2) | | |  |
| NID\_RADIO (2)  D\_RBCTR=D1 | | |
| 2 | The establishment of a communication session with the RBC2 is initiated by the train. | DMI (O) |  | | |  |
| DMI (I) |  | | |  |
| JRU | Message 155  Message 32  Message 159 | | |  |
| Message 129  Message 8 | | |
| 3 | Several TSRs that apply to the control area of RBC2 are received. | DMI (O) |  | | |  |
| DMI (I) |  | | |  |
| JRU | Message 3/24  Packet 65  NID\_TSR=LTV(k)  V\_TSR=V(k) | | |  |
| D\_TSR=D(k)  L\_TSR=L(k) | | |
| 4 | The train starts the braking curve to the most restrictive TSR(k). | DMI (O) | Braking curve with V\_target = V(k)  Vtrain < Vpermitted | | |  |
| DMI (I) |  | | |  |
| JRU | V\_TRAIN < V\_PERM | | |  |
| SPEED AND DISTANCE MONITORING INFORMATION  V\_TARGET = V(k)  M\_SDMTYPE=1 | | |
| 5 | RBC1 sends the revocation of the TSRs. | DMI (O) | Stop showing the braking curve with V\_target = V(k) | | |  |
| DMI (I) |  | | |  |
| JRU | Message 3/24  Packet 66  NID\_TSR= LTV(k)  SPEED AND DISTANCE MONITORING INFORMATION  V\_TARGET ≠ V(k)  M\_SDMTYPE=0 | | |  |
| 6 | When passing through the transition point, the train receives by balise a transition order to RBC2. | DMI (O) |  | | |  |
| DMI (I) |  | | |  |
| JRU | Packet 131  NID\_RBC (2)  NID\_RADIO (2) | | |  |
| D\_RBCTR = 0 | | |
| 7 | The train enters in the application area of the TSR. Train does not apply the TSR. | DMI (O) | Vpermitted > V(k) | | |  |
| DMI (I) |  | | |  |
| JRU | V\_PERM ≠ V(k) | | |  |
| Final state | | Level | 2 | | |  |
| Mode | FS | | |  |
| Train Speed (km/h) | NR | | |  |
| Other parameters |  | | |  |
| Final Test Result | |  | | | | |
| Field of Application | | Spain | | | | |
| Briefing instructions | | The test case can be performed with one or with several established TSR. | | | | |