|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.8.4 | 2 | | SoM in SB mode Train in stabling area without valid location information and with previous group of balises. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the SoM procedure is performed correctly when the train in a stabling area with invalid/unknown position and outside the ATAF (Automatic Track Ahead Free) area. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | SB | |
| Train Speed (km/h) | | | | 0 | |
| Additional starting conditions | | | | The train is at standstill with invalid/unknown location information in front of a light signal with proceed aspect and outside the ATAF area.  Train located in rear of the previous BG of the light signal. | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The driver validates or introduces the driver’s ID. | DMI (O) | |  | | |  |
| DMI (I) | | DRIVER\_ID | | |  |
| JRU | |  | | |  |
| 2 | The establishment of a communication session is initiated by the EVC.  A position report with invalid position is sent to the RBC. | DMI (O) | | Safe radio connection “Connection Up” symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 155  Message 32  Message 159  Message 157 | | |  |
| Q\_STATUS= 0 (invalid) / 2 (unknown)  Packet 0/1  NID\_LRBG= 16777215  D\_LRBG= 32767  Q\_DIRLRBG=2  Q\_DLRBG=2  DMI\_SYMB\_STATUS  ST03 | | |
| 3 | The RBC accepts the train. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 41 | | |  |
|  | | |
| 4 | The driver selects train data entry. Train data is entered or revalidated. | DMI (O) | |  | | |  |
| DMI (I) | | Driver selects Data entry | | |  |
| JRU | | M\_DRIVERACTIONS = 20  M\_DRIVERACTIONS=21  Message 129 | | |  |
| Message 8 | | |
| 5 | Driver selects START and the EVC sends an MA request. | DMI (O) | |  | | |  |
| DMI (I) | | Driver selects Start | | |  |
| JRU | | M\_DRIVERACTIONS=19  Message 132 | | |  |
| 6 | The RBC sends an 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  DMI\_SYMB\_STATUS  MO09 | | |
| 8 | After reading a balise group the train reports valid position. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0 | | |  |
| NID\_LRBG≠16777215  Q\_DIRLRBG≠2  Q\_DLRBG≠2 | | |
| 9 | The EVC sends a position report indicating that its “min safe front end” is inside the ATAF area (or inside the distance guaranteed as free). | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0  NID\_LRBG≠16777215 | | |  |
| Q\_DIRLRBG≠2  Q\_DLRBG≠2 | | |
| 10 | 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  DMI\_SYMB\_STATUS  MO11 | | |
| 11 | 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 | |  | | | | | |