|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | Title | | |
| Test Case | | 3.9.3 | 1 | | Mode transition from SB to FS. | | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify the mode transition from SB to FS in the EVC | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | | 2 | |
| Mode | | | | SB | |
| Train Speed (km/h) | | | | 0 | |
| Additional starting conditions | | | | The train is at standstill with valid location information in front of a marker board/light signal with proceed aspect and inside the ATAF area (or inside the distance guaranteed as free).  There is a communication session established between the EVC and the RBC.  Train data validated (level 2). | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The Driver selects “Start”. | DMI (O) | | SB symbol | | |  |
| DMI (I) | | Select Start | | |  |
| JRU | | M\_DRIVERACTION = 19 Message 132  Packet 0/1  DMI\_SYMB\_STATUS  MO13 | | |  |
| 2 | The RBC sends a MA, SSP and Gradient Profile and the EVC switches to FS mode. | DMI (O) | | FS symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | M\_LEVEL = 3  M\_MODE = 0  Message 3/33  Packet 15  Packet 21  Packet 27  DMI\_SYMB\_STATUS  MO11 | | |  |
| 3 | The EVC reports the mode transition to the RBC. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0/1  M\_MODE = 0 | | |  |
| Final state | | Level | | 2 | | |  |
| Mode | | FS | | |  |
| Train Speed (km/h) | | 0 | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | |  | | | | | |