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| --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | |
|  | | Code | Version | Title | | |
| Test Case | | 1.1.4 | 1 | TSR supervision. FS mode | | |
|
| Baseline applicable | | Baseline 2 (2.3.0.d) | | | | |
| Test case author | | ADIF | | | | |
| Test Objective(s) | | Verify that the EVC manages the TSR and speed supervision correctly in FS mode. | | | | |
| Diagram | |  | | | | |
| Starting conditions | | Level | | | 1 | |
| Mode | | | FS | |
| Train Speed (km/h) | | | NR | |
| Additional starting conditions | | |  | |
| Sequence of the Test Case | | Checkpoints | | | | |
| Step | Step description | Interfaces | Description of what to be tested at the interface | | | OK? |
| 1 | TSR received by balise. | DMI (O) | FS symbol  L1 symbol | | |  |
| DMI (I) |  | | |  |
| JRU | M\_MODE = 0  Packet 65 (LRBG1)  NID\_TSR= LTV1  D\_TSR=D1  Q\_FRONT=0  L\_TSR=L1  V\_TSR=V1 | | |  |
|
| 2 | The train reaches the TSR area when the max safe front end has run the distance D1 | DMI (O) | Vpermitted = V1 Vtrain ≤ V\_TSR | | |  |
| DMI (I) |  | | |  |
| JRU | V\_MRSP = V1 V\_TRAIN ≤ V1 estimated front end = D1(LRBG1) - L\_DOUBTUNDER | | |  |
| 3 \* | The train overtakes the defined speed by the TSR until the service brake reaction. | DMI (O) | Service Brake symbol  V\_TRAIN > V1 | | |  |
| DMI (I) |  | | |  |
| JRU | V\_TRAIN > V1  SERVICE BRAKE STATE = APPLICATION | | |  |
| 4 | The service brake is revoked when the train speed is under permitted speed. | DMI (O) | Service Brake symbol disappear  V\_TRAIN ≤ V1 | | |  |
| DMI (I) |  | | |  |
| JRU | V\_TRAIN ≤ V1  SERVICE BRAKE STATE = REVOCATION | | |  |
| 5 | The min safe rear has reached the end of the TSR 1 area | DMI (O) | Vpermitted > V1 | | |  |
| DMI (I) |  | | |  |
| JRU | V\_MRSP ≠ V1  estimated front end = D1(LRBG1)+L1+L\_TRAIN+L\_DOUBTOVER | | |  |
| Final state | | Level | 1 | | |  |
| Mode | FS | | |  |
| Train Speed (km/h) | NR | | |  |
| Other parameters |  | | |  |
| Final Test Result | |  | | | | |
| Field of Application | | Spain | | | | |
| Briefing instructions | | \* The Service Brake intervention is caused to verify its reaction. If the emergency brake is the first line of system intervention, emergency brake will be applied. | | | | |