|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | | Title | |
| Test Case | | 3.18.1 | 1 | | | Exit from PT mode with valid train location information. | |
|
| Baseline applicable | | Baseline 3 | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify that the transition from PT to SR mode and FS mode are performed correctly, within the guaranteed area. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | 2 | | |
| Mode | | | PT | | |
| Train Speed (km/h) | | | 0 | | |
| Additional starting conditions | | | Train stopped in PT mode after having changed from FS, OS, SR or SB mode to TR mode, and after having acknowledged the TR mode. Train location information is valid.  The next block is free.  There is a radio communication session established between the EVC and the RBC. | | |
| 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) | |  | | |  |
| DMI (I) | | Driver selects “Start” | | |  |
| JRU | | M\_DRIVERACTION=19 | | |  |
| Message 132  Packet 0/1 | | |
| 2 | MA for SR mode is sent by RBC. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 2 | | |  |
| D\_SR | | |
| 3 | Driver acknowledges the SR mode. | DMI (O) | | SR acknowledgement symbol. | | |  |
| DMI (I) | | SR mode acknowledgement | | |  |
| JRU | | M\_DRIVERACTION=3 | | |  |
| M\_MODE= 2  DMI\_SYMB\_STATUS  MO10 | | |
| 4 | The EVC sends a position report to the RBC with the mode change. | DMI (O) | | SR Symbol | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0 | | |  |
| M\_MODE=2  DMI\_SYMB\_STATUS  MO09 | | |
| 5 | Once the train is inside the distance guaranteed as free (50 meters in rear of the light signal) the EVC reports to the RBC the train position. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 136  Packet 0  NID\_LRBG≠16777215  Q\_DIRLRBG≠2  Q\_DLRBG≠2 | | |  |
|  | | |
| 6 | The EVC switches to FS when MA information is sent by the RBC short in rear of the light signal. | 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 | | |  |
| 7 | The EVC sends a position report to the RBC with the mode change. | 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 | |  | | | | | |