|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| *TEST CASE DESCRIPTION* | | | | | | | |
|  | | Code | Version | | | Title | |
| Test Case | | Alstom 1 | 1 | | | TSR revocation by change of route. | |
|
| Baseline applicable | | Baseline 2 (2.3.0.d) | | | | | |
| Test case author | | ADIF | | | | | |
| Test Objective(s) | | Verify the correct TSR application of the new route and the correct revocation of TSR that no longer applies when a change of route is performed. | | | | | |
| Diagram | |  | | | | | |
| Starting conditions | | Level | | | 2 | | |
| Mode | | | FS | | |
| Train Speed (km/h) | | | NR | | |
| Additional starting conditions | | | Main route established with a TSR1. Change to diverging route where a TSR2 is set. | | |
| Sequence of the Test Case | | Checkpoints | | | | | |
| Step | Step description | Interfaces | | Description of what to be tested at the interface | | | OK? |
| 1 | The RBC sends a message with TSR1 information for direct route. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3/24/33  Packet 65  NID\_TSR = TSR1  V\_TSR = V1  L\_TSR = L1  D\_TSR = D1 | | |  |
|
| 2 | It is requested to the signalman to change the route to a diverging route.  The RBC sends a message with a MA of the new route with TSR2 information and the TSR1 revocation. | DMI (O) | |  | | |  |
| DMI (I) | |  | | |  |
| JRU | | Message 3/24/33  Packets 15, 21, 27  Packet 65  NID\_TSR= TSR2  V\_TSR = V2  L\_TSR = L2  D\_TSR = D2  Packet 66  NID\_TSR = TSR1 | | |  |
|
| 3 | The train starts a braking curve to the TSR2. | DMI (O) | | Braking curve with Vtarget = V2 Vtrain < Vpermitted | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_TRAIN < V\_PERMITTED V\_TARGET = V2 | | |  |
| 4 | The train reaches the TSR area when the max safe front end has run the distance D2. | DMI (O) | | Vpermitted = V2 Vtrain ≤ V2 | | |  |
| DMI (I) | |  | | |  |
| JRU | | V\_MRSP = V2 V\_TRAIN ≤ V2 estimated front end = D2 (LRBG2) - L\_DOUBTUNDER | | |  |
|
| 5 | The supervision of the TSR2 finishes when the min safe rear end has reached the end of the TSR2 area. | DMI (O) | | Vpermitted > V2 | | |  |
| DMI (I) | |  | | |  |
| JRU | | estimated front end = D2 (LRBG2) + L2 + L\_TRAIN + L\_DOUBTOVER  V\_MRSP > V2 | | |  |
| Final state | | Level | | 2 | | |  |
| Mode | | FS | | |  |
| Train Speed (km/h) | | NR | | |  |
| Other parameters | |  | | |  |
| Final Test Result | |  | | | | | |
| Field of Application | | Spain | | | | | |
| Briefing instructions | |  | | | | | |