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|  | | COMMISSIONING STATEMENT Railroad Train Guidance System | | | NYU Poly.png | |
|  | |  | | |
| Project Name | | | Name | |
| Company Name | | |  | |
| Team Members | | | Section | |

**TEST RESULTS:**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Normal Running Mode (Only utilizes switches 2, 3, 6, 7) ***\*Train must take the right-most path during all run-throughs\**** | | | | **Pass** | | **Fail** |
| 1. Train departs from left depots (L1, L2, and L3) and traverses sectors 2, 3, 6, and 7. (TA Instruction: Test 3-5 Different Combinations) | | | | □ | | □ |
| 2. Train departs from right depots (R1, R2, and R3) and traverses sectors 1, 4, 5 and 8. (TA Instruction: Test 3-5 Different Combinations) | | | | □ | | □ |
| 3. Train indicates NO PATH when starting from L1. | | | | □ | | □ |
| 4. Train departs from L2 and arrives at R3 with sensors G and D blocked. | | | | □ | | □ |
| 5. Train indicates NO PATH when starting from R3. | | | | □ | | □ |
| 6. Train departs from R2, passes through sector 1 when sensor F is blocked. | | | | □ | | □ |
|  | | | |  | |  |
| Reverse Running Mode (Utilizes all available switches) **\*Train must take the straightest path during all run-throughs\*** | | | | □ | | □ |
| 7. Train departs from left depots (L1, L2, and L3) and traverses sectors 1 – 8. (TA Instruction: Test 3-5 Different Combinations) | | | | □ | | □ |
| 8. Train departs from right depots (R1, R2, and R3) and traverses sectors 1 – 8. (TA Instruction: Test 3-5 Different Combinations) | | | | □ | | □ |
| 9. Train departs from L2 and arrives at R3 when sensors C, D, H, J, and K are blocked. | | | | □ | | □ |
| Program indicates NO PATH correctly (TA Instruction: Test 5- 7 Combinations) | | | | □ | | □ |
| Acceptance Test has been successfully completed. The project’s development is concluded and the system is approved for commercial implementation.   |  |  | | --- | --- | | Team Member | Date | | Team Member | Date | | Team Member | Date |  | | Commissioned by | Date |  | | | | |  | |  |
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