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Correction to “High-Speed Rail Suspension System Health Monitoring Using Multi-Location Vibration Data”

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IN THE above article [1], Tables I, III, and IV should show “N/m” instead of “kN/m” and they should also show “Ns/m” instead of “kNs/m.” The revised tables are shown below.

Also, in (1), “ $k_p \dot{w}$ ” should be changed to “ $k_p w$.” And on page 2952, first line, in the left column, “They also found...” should be changed to “We also found...”

TABLE I
PARAMETERS OF THE VEHICLE SUSPENSION SYSTEM

	Description	Unit
M_p	Mass of bogie frame ¼	kg
M_s	Mass of car body ¼	kg
k_p	Primary spring stiffness per wheelset	N/m
k_s	Secondary spring stiffness per bogie	N/m
c_p	Primary damping coefficient per wheelset	Ns/m
c_s	Secondary damping coefficient per bogie	Ns/m

TABLE III
AM96 VEHICLE PARAMETERS

	Description	Unit
M_p	Mass of bogie frame ¼	1725 kg
M_s	Mass of car body ¼	6300 kg
k_p	Primary spring stiffness per wheelset	1.30×10^6 N/m
k_s	Secondary spring stiffness per bogie	0.69×10^6 N/m
c_p	Primary damping coefficient per wheelset	3.7×10^3 Ns/m
c_s	Secondary damping coefficient per bogie	22.6×10^3 Ns/m

REFERENCES

- [1] N. Hong *et al.*, “High-speed rail suspension system health monitoring using multi-location vibration data,” *IEEE Trans. Intell. Transp. Syst.*, vol. 21, no. 7, pp. 2943–2955, Jul. 2020.

TABLE IV
OVERVIEW OF SIMULATION ANALYSIS - COMPONENT DEGRADATION IMPACT

Simulation Group	Components	Standard Value	Simulation Range	Response Curves
I	Primary spring stiffness	1.30×10^6 N/m	50–200% (1%)	364816
	Secondary spring stiffness	0.69×10^6 N/m	50–200% (1%)	
	Mass of car body	6300 kg	50–200% (10%)	
	Primary damping coefficient	3.7×10^3 Ns/m	50–200% (1%)	
II	Secondary damping coefficient	22.6×10^3 Ns/m	50–200% (1%)	364816
	Mass of car body	6300 kg	50–200% (10%)	

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