

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

Ning Hong^{1b}, Lishuai Li^{1b}, *Member, IEEE*, Weiran Yao, Yang Zhao^{1b}, Cai Yi, Jianhui Lin^{1b}, and Kwok Leung Tsui^{1b}

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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Ning Hong is with the Department of Systems Engineering and Engineering Management, City University of Hong Kong, Hong Kong.

Lishuai Li is with the Faculty of Aerospace Engineering, TU Delft, 2629 HS Delft, Netherlands (e-mail: lishuai.li@tudelft.nl).

Weiran Yao is with the Department of Civil and Environmental Engineering, Carnegie Mellon University, Pittsburgh, PA 15213 USA.

Yang Zhao is with the School of Data Science, City University of Hong Kong, Hong Kong.

Cai Yi is with the School of Automobile and Transportation, Xihua University, Chengdu 610039, China.

Jianhui Lin is with the Traction Power State Key Laboratory, Southwest Jiaotong University (SWJTU), Chengdu 610031, China.

Kwok Leung Tsui is with the Department of Industrial and Systems Engineering, Virginia Polytechnic Institute and State University, Blacksburg, VA 24061 USA.

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