CORRECTION

Correction to: The non-lane-discipline-based car-following model considering forward and backward vehicle information under connected environment

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Correction to: Nonlinear Dyn

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The original article was published with formula, equation and textual errors. Listed and noted below are the errors and the intended information.

Figure correction:

Location	Error	Correction
Fig.5	Each of the subgraphs in Figure 5 lack of explanatory coefficients	(a) $p = 1$ (b) $p = 0.95$
		(c) $p = 0.9$ (d) $p = 0.85$
Fig.6	Each of the subgraphs in Figure 6 lack of explanatory coefficients	(a) $p = 1$ (b) $p = 0.95$

Location	Error	Correction
Fig.7	Each of the subgraphs in Figure 7 lack of explanation	(c) $p = 0.9$ (d) $p = 0.85$ (a) FVD model (b) NLBCF model
Fig.8	Each of the subgraphs in Figure 8 lack of explanation	(c) BLVD model (d) NLFB model (a) FVD model (b) NLBCF model
Fig.9	Each of the subgraphs in Figure 9 lack of explanation	(c) BLVD model (d) NLFB model (a) FVD model (b) NLBCF model

Describe correction:

The original article can be found online at <https://doi.org/10.1007/s11071-021-06999-8>.

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Location	Error	Correction
Section 2 (Model), paragraph 5, line1.	$V_B[(\Delta x_{n,n+1}(t), \Delta x_{n,n+2}(t))]$	$V_B[(\Delta x_{n,n-1}(t), \Delta x_{n,n-2}(t))]$
Section 3 (Stability analysis), the third paragraph from the bottom, line2.	with increasing	with increasing parameter p_n
Section 3 (Stability analysis), last paragraph, line2.	stability critical stability	critical sensitivity

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