Corrections to: Atomic Origins of Friction Reduction in Metal Alloys

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The original version of this article unfortunately contained a mistake. The presentation of Figs. 6 and 7 was incorrect in the original publication. The correct versions of Figs. 6 and 7 are given below.

The original article can be found online at <https://doi.org/10.1007/s11249-021-01442-w>.

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Fig. 6 Contact between two Ag slabs under shear: **a** friction trace as a function of sliding distance showing three distinct regimes: I and **b** high friction when sliding occurs primarily along slip planes near the initial interface between the two slabs; II and **c** intermediate friction as the sliding plane moves toward the upper loading layer; III and **d** low friction when sliding occurs primarily at the boundary of the loading layer. In **b–d**, the local shear velocity is shown with green–pink density plots with green indicating 1 m/s and pink indicating –1 m/s, and the dashed line in each plot indicates the location of the slip-plane (Color figure online)

Fig. 7 Friction trace as a function of sliding distance for a contact between two Ag–Cu slabs under shear. Inset: green–pink density plots (with the same color scale as in Fig. 6) of local shear velocity showing the location of the slipping plane (dashed lines) in the early and final stage of the sliding process (Color figure online)

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