Claims:

1. A method for automatic stop, comprising:

obtaining a target distance correcting value, wherein the target distance correcting value is determined according to a historical stop error value before a target moment, and the target moment is a moment at which the target distance correcting value is stored;

correcting an obtained target distance value according to the target distance correcting value to obtain a corrected target distance value, wherein the target distance value is a distance value between a current position of a vehicle and a target stop position; and

performing the automatic stop according to the corrected target distance value,

wherein a calculation formula for determining the target distance correcting value is as follows:

$$\mathrm{AdjValue} = (\mathrm{AdjValue}_1 + \mathrm{AdjValue}_2 + \cdots + \mathrm{AdjValue}_{n-1} + \mathrm{AdjValue}_n + \mathrm{stopErr}_n)/n,$$

wherein the $\mathrm{AdjValue}$ is the target distance correcting value, the $\mathrm{AdjValue}_1$ is a target distance correcting value corresponding to a first stop in the n stops before the target moment, the $\mathrm{AdjValue}_2$ is a target distance correcting value corresponding to a second stop in the n stops before the target moment, the $\mathrm{AdjValue}_{n-1}$ is a target distance correcting value corresponding to a (n-1)-th stop in the n stops before the target moment, the $\mathrm{AdjValue}_n$ is a target distance correcting value corresponding to a n-th stop in the n stops before the target moment, and the $\mathrm{stopErr}_n$ is a stop error value of the n-th stop in the n stops before the target moment, and wherein n is a natural number.

2. The method according to claim 1, after performing the automatic stop, further comprising:

in case of the stop error value of the automatic stop meets a requirement of a preset stop precision, and a status identification of a current target distance correcting value is

a second identification, updating the status identification of the target distance correcting value to a first identification, wherein the first identification is used to characterize that the automatic stop using the current target distance correcting value meets the requirement of the preset stop precision, and the second identification is used to characterize that the automatic stop using the current target distance correcting value does not meet the requirement of the preset stop precision.

3. The method according to claim 1, after performing the automatic stop, further comprising:

in case of the stop error value of the automatic stop does not meet a requirement of a preset stop precision, a status identification of a current target distance correcting value is a first identification and a number of precision anomalies is less than or equal to a preset number, increasing the number of precision anomalies by one, wherein the first identification is used to characterize that the automatic stop using the current target distance correcting value meets the requirement of the preset stop precision, and the number of precision anomalies is an accumulated number that the stop error value does not meet the preset stop precision.

4. The method according to claim 1, after performing the automatic stop, further comprising:

in case of the stop error value of the automatic stop does not meet a requirement of a preset stop precision, a status identification of a current target distance correcting value is a first identification and the number of precision anomalies belonging to the same category is greater than a preset number, updating the status identification of the target distance correcting value to a second identification, wherein the first identification is used to characterize that the automatic stop using the current target distance correcting value meets the requirement of the preset stop precision, and the second identification is used to characterize that the automatic stop using the current target distance correcting value does not meet the requirement of the preset stop precision.

5. The method according to claim 1, after performing the automatic stop, further comprising:

in case of the stop error value of the automatic stop does not meet a requirement of a preset stop precision, and a status identification of a current target distance correcting value is a second identification, determining a new target distance correcting value according to a current historical stop error value, and storing the new target distance correcting value, wherein the second identification is used to characterize that the automatic stop using the current target distance correcting value does not meet the requirement of the preset stop precision.

6. An apparatus for automatic stop, comprising:

an obtaining module, configured to obtain a target distance correcting value, wherein the target distance correcting value is determined according to a historical stop error value before a target moment, and the target moment is a moment at which the target distance correcting value is stored;

a correcting module, configured to correct an obtained target distance value according to the target distance correcting value to obtain a corrected target distance value, wherein the target distance value is a distance value between a current position of a vehicle and a target stop position; and

an executing module, configured to perform the automatic stop according to the corrected target distance value,

wherein a calculation formula for determining the target distance correcting value is as follows:

$$\mathrm{AdjValue} = (\mathrm{AdjValue}_1 + \mathrm{AdjValue}_2 + \cdots + \mathrm{AdjValue}_{n-1} + \mathrm{AdjValue}_n + \mathrm{stopErr}_n)/n,$$

wherein the $\mathrm{AdjValue}$ is the target distance correcting value, the $\mathrm{AdjValue}_1$ is a target distance correcting value corresponding to a first stop in the n stops before the target moment, the $\mathrm{AdjValue}_2$ is a target distance correcting value corresponding to a second stop in the n stops before the target moment, the $\mathrm{AdjValue}_{n-1}$ is a target

distance correcting value corresponding to a (n-1)-th stop in the n stops before the target moment, the $\mathrm{AdjValue}_n$ is a target distance correcting value corresponding to a n-th stop in the n stops before the target moment, and the $\mathrm{stopErr}_n$ is a stop error value of the n-th stop in the n stops before the target moment, and wherein n is a natural number.

7. An electronic device, comprising a processor and a memory storing a computer program that is executable on the processor, wherein the program, when executed by the processor, causes the processor to perform the steps of the method for automatic stop according to any one of claims 1 to 5.

8. A computer-readable storage medium storing computer programs that, when executed by a processor, causes the processor to perform the steps of the method for automatic stop according to any one of claims 1 to 5.