

WE CLAIM:

1. A system, comprising:

at least one storage medium including a set of instructions for determining a control parameter associated with a vehicle;

at least one processor in communication with the at least one storage medium, wherein when executing the set of instructions, the at least one processor is configured to cause the system to:

determine a first reference acceleration at a first time point;

determine a second reference acceleration at a second time point, wherein the first time point and the second time point are separated by a predetermined time period;

obtain a correction coefficient by using a simulation model, which is configured to simulate operation of the vehicle; and

determine a target acceleration at the second time point based on the first reference acceleration, the second reference acceleration, and the correction coefficient.

2. The system of claim 1, wherein the at least one processor is configured to cause the system further to:

transmit the target acceleration to a control component of the vehicle to prompt the control component to adjust an actual acceleration of the vehicle.

3. The system of claim 1, wherein to obtain the correction coefficient, the at least one processor is configured to cause the system further to:

determine a candidate correction coefficient based on the simulation model, which is configured with one or more features of the vehicle;

obtain at least one test result associated with the candidate correction coefficient with a test vehicle having similar one or more features; and
determine the correction coefficient by modifying the candidate correction coefficient based on the at least one test result.

4. The system of claim 3, wherein the one or more features of the vehicle include at least one of:

vehicle type,
vehicle model,
vehicle weight,
vehicle year,
engine power, or
brake efficiency.

5. The system of claim 3, wherein the simulation model is further configured with at least one of:

the predetermined time period,
a road condition, or
weather.

6. The system of claim 3, wherein the at least one test result associated with the test vehicle includes at least one of:

a test initial speed of the test vehicle, a test start location, a test destination, an actual parking location, or an offset distance between the test destination and the actual parking location.

7. The system of claim 1, wherein the correction coefficient is self-adaptive.

8. The system of any of claims 1-7, wherein,
to determine the first reference acceleration at the first time point, the at least one processor is configured to cause the system further to:
determine a first speed of the vehicle at the first time point,
obtain a first location of the vehicle at the first time point,
determine a first distance between the first location and a destination,
and
determine the first reference acceleration at the first time point based on the first speed and the first distance; or
to determine the second reference acceleration at the second time point, the at least one processor is further directed to:
determine a second speed of the vehicle at the second time point,
obtain a second location of the vehicle at the second time point,
determine a second distance between the second location and a destination, and
determine the second reference acceleration at the second time point based on the second speed and the second distance.

9. A method implemented on a computing device having at least one processor, at least one storage medium, and a communication platform connected to a network, the method comprising:
determining a first reference acceleration at a first time point;
determining a second reference acceleration at a second time point,
wherein the first time point and the second time point are separated by a predetermined time period;
obtaining a correction coefficient by using a simulation model, which is

configured to simulate operation of the vehicle; and

determining a target acceleration at the second time point based on the first reference acceleration, the second reference acceleration, and the correction coefficient.

10. The method of claim 9, further comprising:

transmitting the target acceleration to a control component of the vehicle to prompt the control component to adjust an actual acceleration of the vehicle.

11. The method of claim 9, wherein the obtaining the correction coefficient by using the simulation model further includes:

determining a candidate correction coefficient based on the simulation model, which is configured with one or more features of the vehicle;

obtaining at least one test result associated with the candidate correction coefficient with a test vehicle having similar one or more features; and

determining the correction coefficient by modifying the candidate correction coefficient based on the at least one test result.

12. The method of claim 11, wherein the one or more features of the vehicle include at least one of:

vehicle type,
vehicle model,
vehicle weight,
vehicle year,
engine power, or
brake efficiency.

13. The method of claim 11, wherein the simulation model is further configured with at least one of:

- the predetermined time period,
- a road condition, or
- weather.

14. The method of claim 11, wherein the at least one test result associated with a test vehicle includes at least one of:

- a test initial speed of the test vehicle, an initial start location, a test destination, an actual parking location, or an offset distance between the test destination and the actual parking location.

15. The method of claim 9, wherein the correction coefficient is self-adaptive.

16. The method of any of claims 9-15, wherein,
the determining the first acceleration at the first time point includes:

- determining a first speed of the vehicle at the first time point,
- obtaining a first location of the vehicle at the first time point,
- determining a first distance between the first location and a destination, and
- determining the first reference acceleration at the first time point based on the first speed and the first distance; or

the determining the second acceleration at the second time point includes:

- determining a second speed of the vehicle at the second time point,
- obtaining a second location of the vehicle at the second time point,
- determining a second distance between the second location and a

destination, and

determining the second reference acceleration at the second time point based on the second speed and the second distance.

17. A non-transitory computer readable medium, comprising a set of instructions for determining a control parameter associated with a vehicle, wherein when executed by at least one processor, the set of instructions directs the at least one processor to perform acts of:

determining a first reference acceleration at a first time point;

determining a second reference acceleration at a second time point, wherein the first time point and the second time point are separated by a predetermined time period;

obtaining a correction coefficient by using a simulation model, which is configured to simulate operation of the vehicle; and

determining a target acceleration at the second time point based on the first reference acceleration, the second reference acceleration, and the correction coefficient.

18. The non-transitory computer readable medium of claim 17, the acts further comprising:

transmitting the target acceleration to a control component of the vehicle to prompt the control component to adjust an actual acceleration of the vehicle.

19. The non-transitory computer readable medium of claim 17, wherein the obtaining the correction coefficient by using the simulation model further includes:

determining a candidate correction coefficient based on the simulation model, which is configured with one or more features of the vehicle;

obtaining at least one test result associated with the candidate correction coefficient with a test vehicle having similar one or more features; and

determining the correction coefficient by modifying the candidate correction coefficient based on the at least one test result.

20. The non-transitory computer readable medium of claim 19, wherein the one or more features of the vehicle include at least one of:

- vehicle type,
- vehicle model,
- vehicle weight,
- vehicle year,
- engine power, or
- brake efficiency.