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## Patent Public Search | Text View

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United States Patent Application Publication

20250249768

Kind Code

A1

Publication Date

August 07, 2025

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### CHARGING CONTROL DEVICE FOR ELECTRIC VEHICLE

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#### Abstract

A charging control device of an electric vehicle can include a charge sequence port to which a charging sequence signal is input, a first controller configured to periodically operate in a wake-up state and a sleep state, and to output a wake-up signal when the charging sequence signal is input in the wake-up state, a second controller configured to operate in a wake-up state when the wake-up signal is output during maintaining of a sleep state, and a signal provider disposed between the first controller and the second controller. Also, the signal provider is configured to provide the charging sequence signal to both of the first controller and the second controller.

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**Appl. No.:** 19/188792

**Filed:** April 24, 2025

#### Foreign Application Priority Data

KR 10-2018-0017829

Feb. 13, 2018

#### Related U.S. Application Data

parent US continuation 18368325 20230914 parent-grant-document US 12296700 child US 19188792

parent US continuation 17881349 20220804 parent-grant-document US 11787301 child US 18368325

parent US continuation 16969421 20200812 parent-grant-document US 11440422 WO continuation PCT/KR2019/001768 20190213 child US 17881349

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## Publication Classification

**Int. Cl.:** **B60L53/18** (20190101); **B60L53/66** (20190101); **G06F1/26** (20060101); **H02J7/00** (20060101)

**U.S. Cl.:**

**CPC** **B60L53/18** (20190201); **B60L53/66** (20190201); **G06F1/26** (20130101); **H02J7/0036** (20130101); **B60Y2200/91** (20130101)

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## Background/Summary

**CROSS REFERENCE TO RELATED APPLICATIONS [0001]** This application is a Continuation of U.S. application Ser. No. 18/368,325, filed Sep. 14, 2023, which is a Continuation of U.S. application Ser. No. 17/881,349, filed Aug. 4, 2022 (now U.S. Pat. No. 11,787,301 issued on Oct. 17, 2023), which is a Continuation of U.S. application Ser. No. 16/969,421, filed Aug. 12, 2020 (now U.S. Pat. No. 11,440,422 issued on Sep. 13, 2022), which is the National Phase of PCT International Application No. PCT/KR2019/001768, filed on Feb. 13, 2019, which claims priority under 35 U.S.C. 119(a) to Patent Application No. 10-2018-0017829, filed in the Republic of Korea on Feb. 13, 2018, all of which are hereby expressly incorporated by reference into the present application.

### TECHNICAL FIELD

[0002] The embodiment relates to a charging control device and a charging control method for an electric vehicle.

### BACKGROUND ART

[0003] Eco-friendly vehicles, such as an electric vehicle (EV) or a plug-in hybrid electric vehicle (PHEV), use an electric vehicle supply equipment (EVSE) installed at a supply to charge a battery.

[0004] To this end, an electric vehicle charging controller (EVCC) is mounted in the EV, communicates with the EV and the EVSE, and controls charging of the EV.

[0005] For example, when the EVCC receives a charging sequence signal for starting charging from the EVSE, it may control so as to start charging, and when the EVCC receives a charging sequence signal for stopping charging from the EVSE, it may control so as to end charging.

[0006] However, when the EV received the charging sequence signal, it had to operate an MCU of the EVCC at all times to start charging. The MCU of the EVCC consumes a significant amount of battery power. Accordingly, there was a problem that current is unnecessarily wasted until charging power is provided from the EVSE.

[0007] An embodiment has been devised to solve problems of the related art described above, and an object of the embodiment is to provide a charging control device and a charging control method for an electric vehicle.

[0008] In addition, the embodiment provides a charging control device and a charging control method of an electric vehicle that minimizes current consumed by the charging control device while the electric vehicle is not being charged.

### SUMMARY

[0009] A charging control device for an electric vehicle according to an embodiment includes: a charge sequence port to which a charging sequence signal is input from a connector of a charging cable; a first power supply providing a first driving voltage; a first controller driven based on the first driving voltage, periodically repeating a wake-up state and a sleep state, and generating a wake-up signal when the charging sequence signal is input to the charge sequence port in the wake-

up state; a second controller operating in the wake-up state when the wake-up signal is generated during maintaining of the sleep state, and controlling a charging operation of the electric vehicle in the wake-up state; and a second power supply disposed between the first controller and the second controller, and providing a second driving voltage, wherein the second power supply provides the second driving voltage to the second controller when the wake-up signal is generated.

[0010] In addition, a cycle of the first controller includes a first period and a second period, the first period is a period in which the first controller is in the sleep state, and the second period is a period in which the first controller is in the wake-up state.

[0011] Further, the first period is longer than the second period.

[0012] In addition, the charging control device further includes an opto-coupler disposed between the charge sequence port and the first power supply and driven based on the first driving voltage, wherein the opto-coupler provides the charging sequence signal to the first controller when the charging sequence signal is input.

[0013] Further, the opto-coupler provides the charging sequence signal to the second controller when the charging sequence signal is input.

[0014] In addition, the charging control device further includes a coupler switch disposed between the opto-coupler and the first power supply and turned on/off according to the control of the first controller.

[0015] In addition, the first controller turns on/off the coupler switch periodically.

[0016] Further, a cycle of turning on/off the coupler switch and a cycle of the wake-up/sleep state of the first controller are the same.

**ADVANTAGEOUS EFFECTS**

[0017] Effects of a charging control device and a charging control method for an electric vehicle according to an embodiment will be described as follows.

[0018] In addition, the embodiment may minimize current consumed by the charge control device while the EV is not being charged.

[0019] In addition, the embodiment may minimize current in a sleep state of the MCU of the EVCC.

[0020] In addition, the embodiment may slow down a discharging speed of a battery.

[0021] The effects expected in the embodiment are not limited to the above-mentioned effects, and other effects not mentioned will be clearly understood by a person having an ordinary skill in the art to which the embodiment pertains, from the following descriptions.

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## **Description**

### **BRIEF DESCRIPTION OF DRAWINGS**

[0022] The accompanying drawings are to help understanding of the embodiment, and provide embodiments of the embodiment in conjunction with the detailed description. However, the technical features of the embodiment are not limited to specific drawings, and features disclosed in the drawings may combine with each other to form a new embodiment.

[0023] FIGS. 1 to 3 are views showing a charging system of an electric vehicle according to an embodiment.

[0024] FIG. 4 is a block diagram of a charging control device according to one embodiment.

[0025] FIG. 5 is an example of an operation scenario of a charging control device according to one embodiment.

[0026] FIG. 6 is a block diagram of a charging control device according to another embodiment.

[0027] FIG. 7 is an example of an operation scenario of a charging control device according to another embodiment.

### **DETAILED DESCRIPTION OF THE EMBODIMENTS**

[0028] Hereinafter, embodiments related to the present invention will be described in detail with reference to the accompanying drawings. The component suffixes “module” and “part” used in the following description are given or mixed together only considering the ease of creating the specification, and have no meanings or roles that are distinguished from each other by themselves.

[0029] Advantages and features of the present invention, and methods for achieving them will be apparent with reference to the embodiments described below in detail with reference to the accompanying drawings. However, the present invention is not limited to the embodiments disclosed below, but may be implemented in various forms, and only the embodiments of the present invention make the disclosure of the present invention complete, and are provided to fully convey the scope of the present invention to those skilled in the art to which the present invention belongs, and the present invention is defined only by the scope of the claims. Like reference numerals refer to like elements throughout the specification.

[0030] In describing the embodiments of the present invention, when it is determined that a detailed description of a well-known function or a configuration may unnecessarily obscure the gist of the present invention, the detailed description thereof will be omitted. Terms to be described below are terms defined in consideration of functions in the embodiments of the present invention, and may vary according to intentions or customs of users or operators. Therefore, the definition should be made based on the contents throughout the present specification.

[0031] Combinations of each block in the accompanying drawings and each step of the flowchart may be performed by computer program instructions. These computer program instructions may be mounted on a processor of a general purpose computer, a special purpose computer, or other programmable data processing equipment, and thus the instructions performed by the processor of the computer or other programmable data processing equipment create means for performing the functions described in each block of the drawing or each step of the flowchart. These computer program instructions may also be stored in a computer usable or computer readable memory capable of directing the computer or other programmable data processing equipment to implement a function in a particular manner, and thus the instructions stored in the computer usable or computer readable memory may also produce a manufactured item containing instruction means for performing the functions described in each block of the drawings or each step of the flowchart. The computer program instructions may also be mounted on the computer or other programmable data processing equipment, and thus the instructions for performing the computer or other programmable data processing equipment by performing a series of operating steps on the computer or other programmable data processing equipment to create a computer-implemented process, may also provide steps for performing the functions described in each block of the drawings and each step of the flowchart.

[0032] In addition, each block or each step may represent a module, segment or a portion of code that includes one or more executable instructions for performing specified logical function(s). It should also be noted that in some alternative embodiments, the functions noted in the blocks or steps may occur out of order. For example, two blocks or steps shown in succession may be performed substantially simultaneously, or the blocks or steps may sometimes be performed in reverse order depending on the corresponding function.

[0033] FIGS. **1** to **3** are views showing a charging system of an electric vehicle according to an embodiment.

[0034] Referring to FIGS. **1** to **3**, an electric vehicle (EV) **10** may be charged by an electric vehicle supply equipment (EVSE) **20**. To this end, a charging cable **22** connected to the EVSE **20** may be connected to an oil inlet port of the EV **10**. Here, the EVSE **20** is an apparatus that supplies an alternating current (AC) or direct current (DC), and may be disposed at a supply or home, or may also be portably implemented. The EVSE **20** may also be referred to as a supply, an AC supply, a DC supply, a socket-outlet, or the like.

[0035] An electric vehicle charging controller (EVCC) **100** is mounted in the EV **10** and connected

to the EV **10**. For example, the EVCC **100** may be installed in a trunk of the EV **10**, but is not limited thereto.

[0036] Here, the EVCC **100** may communicate with the EV **10** and the EVSE **20**, respectively.

[0037] According to the embodiment, the EVCC **100** includes a charging control device **200** and a power supply **300**.

[0038] The charging control device **200** is connected to the EV **10** and the EVSE **20**, respectively. The charging control device **200** may be connected to the EV **10** and the EVSE **20** through a plurality of pins, respectively.

[0039] For example, the charging control device **200** may include 20 pins connected to the EVSE **20**, and may communicate with the EVSE **20** through the 20 pins. For example, one among the 20 pins may be a pin for a control pilot (CP) port for receiving a CP signal from the EVSE **20**, another one may be a pin for a proximity detection (PD) port for detecting whether a connector of the charging cable is in proximity, still another one may be a pin for a charge sequence (CS) port for receiving a CS signal from the EVSE **20**, and still another one is may be a pin for a protective earth (PE) port connected to a ground of the EVSE **20**. Another one among the 20 pins may be a pin for driving a motor to open a flap of an inlet port, still another one may be a pin for sensing the motor, still another one may be a pin for sensing a temperature, still another one may be a pin for sensing a light-emitting diode (LED), and still another one may be a pin for controller area network (CAN) communication. However, a number and function of the pins are not limited thereto, and may be variously modified.

[0040] In addition, the charging control device **200** may include 12 pins connected to the EV **10**, and may communicate with the EV **10** through the 12 pins. For example, one among the 12 pins may be a pin for a voltage line applied from a collision detection sensor in the EV **10**, another one may be a battery pin in the EV **10**, still another one may be a pin for may communication, still another one may be a pin connected to a ground, and still another one may be a pin for high voltage protection. However, a number and function of the pins are not limited thereto, and may be variously modified.

[0041] Two high voltage lines of the EVSE **20** supply power to a battery **14** of the EV **10** by the power supply **300** of the EVCC **100**, and at this time, turn-on and turn-off of the high voltage lines may be controlled by the charging control device **200**.

[0042] That is, the charging control device **200** may communicate with an electric controller (ECU) **12** of the EV **10**, and may control the power supply **300** that transmits the power supplied from the EVSE **20** to the battery **14** of the EV **10** according to signals received from the EV **10** and the EVSE **20**, respectively.

[0043] FIG. **4** is a block diagram of a charging control device according to one embodiment.

[0044] Referring to FIG. **4**, a charging control device **200** according to one embodiment may include a first controller **210** and a second controller **220**. In the present specification, the first controller **210** may be referred to as a submicrocontroller (sub-MCU), an auxiliary controller, an auxiliary controller, and the like, and the second controller **220** may be referred to as a main microcontroller (main MCU), a primary controller, and a primary controller. Here, the MCU may refer to a computer in which a microprocessor and input and output modules are integrated in one chip to perform a predetermined function. When the MCU is applied in a vehicle, it may be implemented as a device such as an electronic controller (ECU), and an automobile engine, an automatic transmission, and various parts of an anti-lock braking system (ABS) may be controlled by the computer. The MCU according to one embodiment may be applied in the charging control device **200** for charging the EV, and may be divided into the sub-MCU and the main MCU.

[0045] In general, the MCU applied in the charging control device **200** controls the charging of the EV as a whole, and thus power consumption may be increased. Since the MCU uses a battery voltage of the EV, the power consumption of the MCU may be a very big issue. According to the embodiment to solve such an issue, the sub-MCU which is the first controller **210** may be a unit

that is separated from the main MCU which is the second controller **220**. The first controller **210** may operate the second controller **220** from a sleep state that does not consume current to a wake-up state, and when operating in the wake-up state, the second controller **220** may use the battery voltage to perform overall charging control.

[0046] The first controller **210** periodically detects a charging sequence signal, and when the charging sequence signal is detected, the second controller **220** may operate from the sleep state to the wake-up state. More specifically, the first controller **210** may repeat the wake-up state and the sleep state periodically. A cycle may be set arbitrarily. In addition, the cycle may include a first period and a second period. The first period may be a period in which the first controller **210** is in the sleep state. The second period may be a period in which the first controller **220** is in the wake-up state. The first period may be larger than the second period. For example, the first period may be 500 ms and the second period may be 50 ms. In addition, the first controller **210** does not drive during the first period which is the sleep state, and may not perform an operation of detecting the charging sequence signal. That is, the first controller **210** may not consume current during the first period. The first controller **210** may be driven based on a first driving voltage of a first power supply **230** during the second period which is the wake-up state, and may perform an operation of detecting a charging sequence signal (CSS) provided by an opto-coupler **250**. That is, the first controller **210** may consume current during the second period. In addition, when the first controller **210** detects the CSS while operating during the second period of one cycle, the first controller **210** may generate a wake-up signal for waking up the second controller **220**. The first controller **210** may provide the wake-up signal to a second power supply **270**.

[0047] The second controller **220** may be in a sleep state before starting the charging control. The second controller **220** may not consume current in the sleep state. The second controller **220** may operate in a wake-up state when the first controller **210** generates the wake-up signal, and may perform an operation for controlling charging of the EV as a whole. The second controller **220** may consume current in the wake-up state. More specifically, when the first controller **210** generates the wake-up signal, the wake-up signal may activate the second power supply **270**. The activated second power supply **270** may provide a second driving voltage to the second controller **220**, and the second controller **220** may operate in the wake-up state by the second driving voltage. In addition, the second controller **220** may confirm the CSS provided by the opto-coupler **250** when entering the wake-up state to perform the charge control operation.

[0048] The charging control device **200** according to one embodiment may include the first power supply **230**. The first power supply **230** may provide the first driving voltage to the first controller **210** based on power provided from a battery **14**. In addition, the first power supply **230** may provide the first driving voltage to the opto-coupler **250** based on the power provided from the battery **14**.

[0049] The charging control device **200** according to one embodiment may include a charge sequence port **240**. The charge sequence port **240** may receive the CSS from a charge cable.

[0050] The charging control device **200** according to one embodiment may include the opto-coupler **250**. The opto-coupler **250** may operate based on the first driving voltage provided from the first power supply **230**. An opto-coupler may be referred to as a photo coupler. The opto-coupler includes a light-emitting diode and a phototransistor, and the light-emitting diode emits light when a current is applied to the light-emitting diode. The phototransistor may receive the light emitted by the light-emitting diode to become conductive. Using such a principle, when the CSS provided from the charge sequence port **240** is sensed, the opto-coupler **250** may provide the CSS to the first controller **210**. In addition, when the CSS provided from the charge sequence port **240** is sensed, the opto-coupler **250** may provide the CSS to the second controller **220**.

[0051] The charging control device **200** according to one embodiment may include a diode **260**. The diode **260** may be disposed between the first controller **210** and the second power supply **270**. The diode **260** enables the wake-up signal provided from the first controller **210** to be

provided to the second power supply **1270**. In addition, the diode **260** may prevent a current generated at the second power supply **270** from flowing into the first controller **210**.

[0052] The charging control device **200** according to one embodiment may include a storage **280**. The storage **280** may include information related to a cycle of the first controller **210**. That is, the storage **1280** may store the cycle information and information of the first period and the second period during one cycle.

[0053] Therefore, the embodiment may minimize current consumed by the charge control device while the EV is not being charged. Further, the embodiment may minimize current in the sleep state of the MCU of the EVCC. Furthermore, the embodiment may slow down the discharging speed of the battery.

[0054] FIG. **5** is an example of an operation scenario of a charging control device according to one embodiment.

[0055] Referring to FIG. **5**, in a state in which charging of the EV **10** is not started, the first controller **210** which is the sub-MCU, may repeat the wake-up state and the sleep state periodically (**S500**), and the second controller **220** which is the main MCU may be in the sleep state (**S510**). Accordingly, it is possible to reduce power consumption in the sub-MCU and prevent unnecessary power consumption in the main MCU.

[0056] The first controller **210** may monitor the CSS in the wake-up state (**S520**). When the first controller **210** detects the CSS, the first controller **210** may wake up the second controller **220** (**S530** and **S540**).

[0057] The second controller **220** may control the charging operation when in the wake-up state (**S550**).

[0058] FIG. **6** is a block diagram of a charging control device according to another embodiment.

[0059] Referring to FIG. **6**, a charging control device **1200** according to another embodiment may include a first controller **1210** and a second controller **1220**. In the present specification, the first controller **1210** may be referred to as a submicrocontroller (sub-MCU), an auxiliary controller, an auxiliary controller, and the like, and the second controller **1220** may be referred to as a main microcontroller (main MCU), a primary controller, and a primary controller. Here, the MCU may refer to a computer in which a microprocessor and input and output modules are integrated in one chip to perform a predetermined function. When the MCU is applied in a vehicle, it may be implemented as a device such as an electronic controller (ECU), and an automobile engine, an automatic transmission, and various parts of an anti-lock braking system (ABS) may be controlled by the computer. The MCU according to one embodiment may be applied in the charging control device **1200** for charging the EV, and may be divided into the sub-MCU and the main MCU.

[0060] In general, the MCU applied in the charging control device **1200** controls the charging of the EV as a whole, and thus power consumption may be increased. Since the MCU uses a battery voltage of the EV, the power consumption of the MCU may be a very big issue. According to the embodiment to solve such an issue, the sub-MCU which is the first controller **1210** may be a unit that is separated from the main MCU which is the second controller **1220**. The first controller **1210** may operate the second controller **1220** from a sleep state that does not consume current to a wake-up state, and when operating in the wake-up state, the second controller **1220** may use the battery voltage to perform overall charging control.

[0061] The first controller **1210** periodically detects a charging sequence signal, and when the charging sequence signal is detected, the second controller **1220** may operate from the sleep state to the wake-up state. More specifically, the first controller **1210** may repeat the wake-up state and the sleep state periodically. A cycle may be set arbitrarily. In addition, the cycle may include a first period and a second period. The first period may be a period in which the first controller **1210** is in the sleep state. The second period may be a period in which the first controller **1210** is in the wake-up state. The first period may be larger than the second period. For example, the first period may be 500 ms and the second period may be 50 ms. In addition, the first controller **1210** does not drive

during the first period which is the sleep state, and may not perform an operation of detecting the charging sequence signal. That is, the first controller **1210** may not consume current during the first period. The first controller **1210** may be driven based on a first driving voltage of a first power supply **1230** during the second period which is the wake-up state, and may perform an operation of detecting a charging sequence signal (CSS) provided by an opto-coupler **1250**. That is, the first controller **1210** may consume current during the second period. In addition, when the first controller **1210** detects the CSS while operating during the second period of one cycle, the first controller **1210** may generate a wake-up signal for waking up the second controller **1220**. The first controller **1210** may provide the wake-up signal to a second power supply **1270**. Further, the first controller **1210** may wake up the opto-coupler **1250** periodically. As an example, the cycle in which the first controller **1210** repeats the wake-up state and the sleep state and a cycle in which the opto-coupler **1250** repeats the wake-up state and the sleep state may be the same. That is, the first controller **1210** may wake up the opto-coupler **1250** in the first period, and may sleep the opto-coupler **1250** in the second period. As another example, the first controller **1210** may wake up the opto-coupler **1250** after a predetermined time has passed after being waked up in the first period, and may sleep the opto-coupler **1250** before a predetermined time at which the second period comes. In addition, the first controller **1210** may turn on a coupler switch **1290** to wake up the opto-coupler **1250**. Further, the first controller **1210** may provide a coupler switch signal (SW) to the coupler switch **1290** to turn off the coupler switch **1290** in order to sleep the opto-coupler **1250**. Therefore, the opto-coupler **1250** operates only while it is periodically waked up, so that current consumption is reduced.

[0062] Preferably, the first controller **1210** may turn on the coupler switch **1290** at a time of starting the operation in the wake-up state, and may turn off the coupler switch **1290** before a time of ending the wake-up state (before a time of starting the sleep state).

[0063] The second controller **1220** may be in a sleep state before starting the charging control. The second controller **1220** may not consume current in the sleep state. The second controller **1220** may operate in a wake-up state when the first controller **1210** generates the wake-up signal, and may perform an operation for controlling charging of the EV as a whole. The second controller **1220** may consume current in the wake-up state. More specifically, when the first controller **1210** generates the wake-up signal, the wake-up signal may activate the second power supply **1270**. The activated second power supply **1270** may provide a second driving voltage to the second controller **1220**, and the second controller **1220** may operate in the wake-up state by the second driving voltage. In addition, the second controller **1220** may confirm the CSS provided by the opto-coupler **1250** when entering the wake-up state to perform the charge control operation.

[0064] The charging control device **1200** according to another embodiment may include the first power supply **1230**. The first power supply **1230** may provide the first driving voltage to the first controller **1210** based on power provided from a battery **14**. In addition, the first power supply **1230** may provide the first driving voltage to the coupler switch **1290** based on the power provided from the battery **14**.

[0065] The charging control device **1200** according to another embodiment may include a charge sequence port **1240**. The charge sequence port **1240** may receive the CSS from a charge cable.

[0066] The charging control device **200** according to another embodiment may include the coupler switch **1290**. The coupler switch **1290** may be disposed between the opto-couplers **1250** in the first power supply **1230**. The coupler switch **1290** may be turned on or off based on the SW of the first controller **1210**. As an example, the coupler switch **1290** is turned on when the SW for turning it on is input, and may provide the first driving voltage provided by the first power supply **1230** to the opto-coupler **1250**. The coupler switch **1290** is turned off when the SW for turning it off is input, and may block such that the first driving voltage provided by the first power supply **1230** is not provided to the opto-coupler **1250**.

[0067] The charging control device **1200** according to another embodiment may include the opto-



coupler **1250**. The opto-coupler **1250** may operate based on the first driving voltage provided from the first power supply **1230**. An opto-coupler may be referred to as a photo coupler. The opto-coupler includes a light-emitting diode and a phototransistor, and the light-emitting diode emits light when a current is applied to the light-emitting diode. The phototransistor may receive the light emitted by the light-emitting diode to become conductive. Using such a principle, when the CSS provided from the charge sequence port **1240** is sensed, the opto-coupler **1250** may provide the CSS to the first controller **1210**. In addition, the opto-coupler **1250** may be waked up periodically by the control of the first controller **1210**. When the CSS provided by the charge sequence port **1240** is sensed while in the wake-up state, that is, while the first driving voltage is being provided, the opto-coupler **1250** may provide the CSS to the second controller **1220**.

[0068] The charging control device **1200** according to another embodiment may include a diode **1260**. The diode **1260** may be disposed between the first controller **1210** and the second power supply **1270**. The diode **1260** enables the wake-up signal provided from the first controller **1210** to be provided to the second power supply **1270**. In addition, the diode **1260** may prevent a current generated at the second power supply **1270** from flowing into the first controller **1210**.

[0069] The charging control device **1200** according to another embodiment may include a storage **1280**. The storage **1280** may include information related to a cycle of the first controller **1210**. That is, the storage **1280** may store the cycle information of the first controller **1210** and information of the first period and the second period during one cycle. In addition, the storage **1280** may include information regarding a cycle of the opto-coupler **1250**. That is, the storage **1280** may store the cycle information of the opto-coupler **1250** and the information of the first period and the second period during one cycle.

[0070] Therefore, the embodiment may minimize current consumed by the charge control device while the EV is not being charged. Further, the embodiment may minimize current in the sleep state of the MCU of the EVCC. Furthermore, the embodiment may slow down the discharging speed of the battery.

[0071] FIG. 7 is an example of an operation scenario of a charging control device according to another embodiment.

[0072] Referring to FIG. 7, in a state in which charging of the EV **10** is not started, the first controller **1210** which is the sub-MCU may repeat the wake-up state and the sleep state periodically (**S1500**), and the second controller **1220** which is the main MCU may be in the sleep state (**S1510**). Accordingly, it is possible to reduce power consumption in the sub-MCU and prevent unnecessary power consumption in the main MCU.

[0073] The first controller **1210** may wake up the opto-coupler in the wake-up state (**S1520**). Accordingly, power consumption of the opto-coupler may be reduced.

[0074] The first controller **1210** may monitor the CSS in the wake-up state (**S1530**).

[0075] When the first controller **1210** detects the CSS, the first controller **1210** may wake up the second controller **1220** (**S1540** and **S1550**).

[0076] The second controller **1220** may control the charging operation when in the wake-up state (**S1560**).

[0077] According to one embodiment, the above-described method may be implemented as a processor readable code in a medium in which a program is recorded. Examples of a processor readable medium include a ROM, a RAM, a CD-ROM, a magnetic tape, a floppy disk, an optical data storage system, and the like, and include what is implemented in the form of carrier waves (for example, transmission through the Internet).

[0078] The embodiments described as above are not applicable to be limited to the configurations and methods described, and the embodiments may be configured by selectively combining all or some of the embodiments so that various modifications may be made.

[0079] In addition, preferred embodiments of the present invention are shown and described above, but the present invention is not limited to the specific embodiments described above, of course,

various modifications may be made by those skilled in the art to which the invention belongs without departing from the gist of the present invention claimed in the claims, and such modifications should not be individually understood from the technological scope or the prospect of the present invention.

## Claims

1. A charging control device of an electric vehicle comprising: a charge sequence port to which a charging sequence signal is input; a first controller configured to periodically operate in a wake-up state and a sleep state, and to output a wake-up signal when the charging sequence signal is input in the wake-up state; a second controller configured to operate in a wake-up state when the wake-up signal is output during maintaining of a sleep state; and a signal provider disposed between the first controller and the second controller, wherein the signal provider is configured to provide the charging sequence signal to both of the first controller and the second controller.
2. The charging control device of claim 1, wherein the first controller is configured to periodically repeat the wake-up state and the sleep state before the charging sequence signal is input.
3. The charging control device of claim 2, further comprising: a first power supply configured to supply a first driving voltage to the first controller, wherein the first controller is driven based on the first driving voltage.
4. The charging control device of claim 3, further comprising: a second power supply configured to supply a second driving voltage to the second controller when the wake-up signal is generated.
5. The charging control device of claim 4, wherein the second power supply is disposed between the first controller and the second controller.
6. The charging control device of claim 1, wherein the charging sequence signal is selectively received in the wake-up state of the first controller.
7. The charging control device of claim 2, wherein the first controller includes a first period which is a period operating in the sleep state, and a second period which is a period operating in the wake-up state.
8. The charging control device of claim 7, wherein the first period is longer than the second period.
9. The charging control device of claim 3, wherein the signal provider is disposed between the charge sequence port and the first power supply, and driven based on the first driving voltage to receive the charging sequence signal.
10. The charging control device of claim 9, wherein the signal provider is configured to provide the charging sequence signal to the first controller when the charging sequence signal is input in the wake-up state of the first controller.
11. The charging control device of claim 9, wherein the signal provider is configured to provide the charging sequence signal to the second controller when the charging sequence signal is input in the wake-up state of the second controller.
12. The charging control device of claim 9, comprising: a switch disposed between the signal provider and the first power supply and turned on/off according to the control of the first controller.
13. The charging control device of claim 12, wherein the first controller is configured to turn on/off the switch periodically.
14. The charging control device of claim 12, wherein a cycle of turning on/off the switch and a cycle of the wake-up/sleep state of the first controller are same.
15. The charging control device of claim 12, wherein the first controller is configured to turn on the switch at a time of starting the operation in the wake-up state, and to turn off the switch before a time of ending the wake-up state.
16. The charging control device of claim 2, wherein the first controller is configured to periodically repeat the wake-up state and the sleep state while the second controller operates in the sleep state.
17. The charging control device of claim 1, wherein the second controller is an electronic controller

(ECU) of the electric vehicle, and configured to control one or more of a motor of the electric vehicle, a braking system of the electric vehicle and a transmission of the electric vehicle, and wherein the first controller is an auxiliary controller configured to wake up the ECU of the electric vehicle.

**18.** The charging control device of claim 4, wherein the second power supply is connected between the first controller and the second controller, and wherein the first controller is connected between the second power supply and the first power supply.

**19.** The charging control device of claim 4, further comprising: a diode disposed between the first controller and the second power supply, wherein an anode of the diode is connected to the first controller; and wherein a cathode of the diode is connected to the second power supply.

**20.** The charging control device of claim 19, wherein the diode is configured to enable the wake-up signal provided from the first controller to be provided to the second power supply, and wherein the diode is configured to prevent a current generated at the second power supply from flowing into the first controller.

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