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Global Split-type V2G Charging Pile Market 2026 by Manufacturers, Regions, Type and Application, Forecast to 2032

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Abstracts

According to our (Global Info Research) latest study, the global Split-type V2G Charging Pile market size was valued at US$ 72.13 million in 2025 and is forecast to a readjusted size of US$ 191 million by 2032 with a CAGR of 14.9% during review period.

A Split-type V2G Charging Pile is a vehicle-to-grid charging system in which the key bidirectional charging and discharging functions are distributed across two or more separate equipment units, typically including a charging terminal, a power conversion unit, a control and communication unit, and supporting power distribution and protection modules. Through system integration, it enables bidirectional energy exchange between electric vehicles and the grid. Under normal operation, the system charges the EV battery from the grid, while in scenarios such as peak shaving, demand response, distributed energy coordination, or backup power support, it can export electricity stored in the vehicle battery back to the grid, building, or local load side. This type of product is designed to address the limitations of conventional one-way chargers that cannot unlock the energy value of EV batteries, while also meeting the needs of higher-power applications, flexible system configuration, and customized deployment. It is particularly suitable for fleet depots, industrial parks, public charging hubs, microgrids, and demonstration energy projects where scalability, maintenance flexibility, and system expansion capability are important. Historically, split-type architectures appeared earlier than highly integrated all-in-one bidirectional chargers, because early V2G systems relied on larger power electronic assemblies, more complex control structures, and less integrated communication and grid-connection functions, making split designs more practical for research validation and pilot deployment. As bidirectional power conversion technology, control algorithms, communication protocols, and grid interconnection standards gradually matured, split-type V2G charging piles evolved from experimental

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platforms into engineered commercial solutions, especially for high-power, customized, and system-level energy management applications. Their upstream supply chain mainly includes power semiconductor devices, magnetic components, capacitors, resistors, relays, contactors, circuit breakers, fuses, charging connectors and guns, cables, power distribution cabinets, control boards, main control chips, communication modules, metering units, cooling components, fans, structural parts, protective enclosures, and insulation materials. Typical upstream suppliers include manufacturers of power electronic devices, electrical protection components, industrial connectors and cable assemblies, control and communication modules, cabinet and sheet metal fabricators, thermal management component suppliers, as well as providers of testing, certification, and embedded software support.In 2025, the global production capacity of split-type V2G charging piles reached 60,000 units, while sales volume amounted to 34,962 units. The average selling price was USD 2,005 per unit, and the gross profit margin of manufacturers was in the range of 25%–35%.

At present, the split-type V2G charging pile market remains primarily project-driven, site-oriented, and system-integration-focused, making it more engineering-intensive than residential or lighter bidirectional charging products. Demand is mainly concentrated in fleet depots, campus energy systems, public charging sites, and selected microgrid projects where flexibility in power configuration, thermal management, serviceability, and future expansion is especially important. Recent U.S. DOE VGI assessment and strategy documents continue to highlight bidirectional charge management, high-power charging, grid operations and controls, interoperability, and cybersecurity as core priorities, indicating that split-type architectures still retain clear relevance in complex, high-power, and multi-device deployment scenarios. At the same time, the market focus has shifted from early proof-of-concept work toward stable real-world operation, interconnection readiness, dispatch coordination, and lifecycle service performance.

Looking ahead, the development of split-type V2G charging piles is likely to center on higher power capability, modular design, deeper platform integration, and customized deployment for commercial and managed applications. As vehicle-grid integration evolves beyond simple bidirectional charging toward demand response, distributed energy coordination, building energy management, and virtual power plant participation, split-type architectures are well positioned for projects that require multi-unit expansion, flexible scaling, distributed control, and complex electrical interfacing. DOE’s VGI strategy emphasizes high-impact deployment pathways, multi-stakeholder coordination, and the removal of regulatory barriers, while related electrification work continues to stress improved interoperability between charging equipment, onboard vehicle systems, and charging networks. This suggests that future competition will depend less on

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cabinet form factor alone and more on protocol compatibility, dispatch precision, operational safety, and long-term integration with utilities and aggregators. For split-type solutions, that trend is constructive because their architecture is naturally suited to more complex system-level deployments.

However, the market still faces substantial barriers, many of which can affect split-type solutions even more directly. Split-type systems often involve longer installation chains, higher commissioning complexity, more demanding interconnection requirements, and greater potential for station-level upgrade costs; DOE's distributed energy interconnection roadmap notes that upgrade allocation, conductor work, and station equipment changes can materially affect project feasibility. In addition, bidirectional charging as a whole is still constrained by limited standard alignment, incomplete vehicle compatibility, complex communication requirements, rising cybersecurity expectations, and unsettled revenue and settlement mechanisms, all of which become more critical in higher-power and more integrated applications. From an investment standpoint, scalable deployment is therefore most likely in regions and use cases where fleet concentration is high, dispatchable value is clear, and electricity pricing or ancillary-service frameworks are sufficiently mature. For that reason, adoption is unlikely to expand uniformly across all end markets; instead, it is more likely to advance first in fleet, bus depot, campus microgrid, and other applications where grid flexibility needs are strong and system-level benefits can be captured more clearly.

This report is a detailed and comprehensive analysis for global Split-type V2G Charging Pile market. Both quantitative and qualitative analyses are presented by manufacturers, by region & country, by Type and by Application. As the market is constantly changing, this report explores the competition, supply and demand trends, as well as key factors that contribute to its changing demands across many markets. Company profiles and product examples of selected competitors, along with market share estimates of some of the selected leaders for the year 2025, are provided.

Key Features:

Global Split-type V2G Charging Pile market size and forecasts, in consumption value ($ Million), sales quantity (K Units), and average selling prices (US$/Unit), 2021-2032

Global Split-type V2G Charging Pile market size and forecasts by region and country, in consumption value ($ Million), sales quantity (K Units), and average selling prices (US$/Unit), 2021-2032

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Global Split-type V2G Charging Pile market size and forecasts, by Type and by Application, in consumption value ($ Million), sales quantity (K Units), and average selling prices (US$/Unit), 2021-2032

Global Split-type V2G Charging Pile market shares of main players, shipments in revenue ($ Million), sales quantity (K Units), and ASP (US$/Unit), 2021-2026

The Primary Objectives in This Report Are:

To determine the size of the total market opportunity of global and key countries
To assess the growth potential for Split-type V2G Charging Pile
To forecast future growth in each product and end-use market
To assess competitive factors affecting the marketplace
This report profiles key players in the global Split-type V2G Charging Pile market based on the following parameters - company overview, sales quantity, revenue, price, gross margin, product portfolio, geographical presence, and key developments. Key companies covered as a part of this study include Wallbox, Fermata Energy, dcbel, Indra, ABB, Qingdao TGOOD Electric, Infypower, Sinexcel, Tonhe, ATC, etc.
This report also provides key insights about market drivers, restraints, opportunities, new product launches or approvals.

Market Segmentation

Split-type V2G Charging Pile market is split by Type and by Application. For the period 2021-2032, the growth among segments provides accurate calculations and forecasts for consumption value by Type, and by Application in terms of volume and value. This analysis can help you expand your business by targeting qualified niche markets.

Market segment by Type

AC Bidirectional Charging Stations

DC Bidirectional Charging Stations

Market segment by Deployment Scenario

Residential V2G Charging Stations

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Commercial Building V2G Charging Stations

Fleet And Depot V2G Charging Stations

Public V2G Charging Stations

Market segment by Power Output

Low-Power V2G Charging Stations

Medium-Power V2G Charging Stations

High-Power V2G Charging Stations

Market segment by Application

Passenger Vehicle Charging Stations

Light Commercial Vehicle Charging Stations

Bus Charging Stations

Special Vehicle Charging Stations

Major players covered

Wallbox

Fermata Energy

dcbel

Indra

ABB

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Qingdao TGOOD Electric

Infypower

Sinexcel

Tonhe

ATC

Sojo Electric

EAST

Winline

Injet New Energy

Market segment by region, regional analysis covers

North America (United States, Canada, and Mexico)
Europe (Germany, France, United Kingdom, Russia, Italy, and Rest of Europe)
Asia-Pacific (China, Japan, Korea, India, Southeast Asia, and Australia)
South America (Brazil, Argentina, Colombia, and Rest of South America)
Middle East & Africa (Saudi Arabia, UAE, Egypt, South Africa, and Rest of Middle East & Africa)

The content of the study subjects, includes a total of 15 chapters:

Chapter 1, to describe Split-type V2G Charging Pile product scope, market overview, market estimation caveats and base year.

Chapter 2, to profile the top manufacturers of Split-type V2G Charging Pile, with price, sales quantity, revenue, and global market share of Split-type V2G Charging Pile from 2021 to 2026.

Chapter 3, the Split-type V2G Charging Pile competitive situation, sales quantity, revenue, and global market share of top manufacturers are analyzed emphatically by

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landscape contrast.

Chapter 4, the Split-type V2G Charging Pile breakdown data are shown at the regional level, to show the sales quantity, consumption value, and growth by regions, from 2021 to 2032.

Chapter 5 and 6, to segment the sales by Type and by Application, with sales market share and growth rate by Type, by Application, from 2021 to 2032.

Chapter 7, 8, 9, 10 and 11, to break the sales data at the country level, with sales quantity, consumption value, and market share for key countries in the world, from 2021 to 2026.and Split-type V2G Charging Pile market forecast, by regions, by Type, and by Application, with sales and revenue, from 2027 to 2032.

Chapter 12, market dynamics, drivers, restraints, trends, and Porters Five Forces analysis.

Chapter 13, the key raw materials and key suppliers, and industry chain of Split-type V2G Charging Pile.

Chapter 14 and 15, to describe Split-type V2G Charging Pile sales channel, distributors, customers, research findings and conclusion.

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