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Global Split-type V2G Charging Pile Market Growth 2026-2032

https://marketpublishers.com/r/GE73BE8D1491EN.html
Date: May 2026
Pages: 117
Price: US$ 3,660.00 (Single User License)
ID: GE73BE8D1491EN

Abstracts

The global Split-type V2G Charging Pile market size is predicted to grow from US$ 68.58 million in 2025 to US$ 190 million in 2032; it is expected to grow at a CAGR of 15.9% from 2026 to 2032.

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 platforms into engineered commercial solutions, especially for high-power, customized,

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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 cabinet form factor alone and more on protocol compatibility, dispatch precision,

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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.

LP Information, Inc. (LPI) ' newest research report, the ?Split-type V2G Charging Pile Industry Forecast? looks at past sales and reviews total world Split-type V2G Charging Pile sales in 2025, providing a comprehensive analysis by region and market sector of projected Split-type V2G Charging Pile sales for 2026 through 2032. With Split-type V2G Charging Pile sales broken down by region, market sector and sub-sector, this report provides a detailed analysis in US$ millions of the world Split-type V2G Charging Pile industry.

This Insight Report provides a comprehensive analysis of the global Split-type V2G Charging Pile landscape and highlights key trends related to product segmentation, company formation, revenue, and market share, latest development, and M&A activity. This report also analyzes the strategies of leading global companies with a focus on Split-type V2G Charging Pile portfolios and capabilities, market entry strategies, market positions, and geographic footprints, to better understand these firms? unique position in an accelerating global Split-type V2G Charging Pile market.

This Insight Report evaluates the key market trends, drivers, and affecting factors shaping the global outlook for Split-type V2G Charging Pile and breaks down the

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forecast by Type, by Application, geography, and market size to highlight emerging pockets of opportunity. With a transparent methodology based on hundreds of bottom-up qualitative and quantitative market inputs, this study forecast offers a highly nuanced view of the current state and future trajectory in the global Split-type V2G Charging Pile.

This report presents a comprehensive overview, market shares, and growth opportunities of Split-type V2G Charging Pile market by product type, application, key manufacturers and key regions and countries.

Segmentation by Type:

AC Bidirectional Charging Stations

DC Bidirectional Charging Stations

Segmentation by Deployment Scenario:

Residential V2G Charging Stations

Commercial Building V2G Charging Stations

Fleet And Depot V2G Charging Stations

Public V2G Charging Stations

Segmentation by Power Output:

Low-Power V2G Charging Stations

Medium-Power V2G Charging Stations

High-Power V2G Charging Stations

Segmentation by Application:

Passenger Vehicle Charging Stations

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Light Commercial Vehicle Charging Stations

Bus Charging Stations

Special Vehicle Charging Stations

This report also splits the market by region:

Americas

United States

Canada

Mexico

Brazil

APAC

China

Japan

Korea

Southeast Asia

India

Australia

Europe

Germany

France

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UK

Italy

Russia

Middle East & Africa

Egypt

South Africa

Israel

Turkey

GCC Countries

The below companies that are profiled have been selected based on inputs gathered from primary experts and analysing the company's coverage, product portfolio, its market penetration.

Wallbox

Fermata Energy

dcbel

Indra

ABB

Qingdao TGOOD Electric

Infypower

Sinexcel

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Tonhe

ATC

Sojo Electric

EAST

Winline

Injet New Energy

Key Questions Addressed in this Report

What is the 10-year outlook for the global Split-type V2G Charging Pile market?

What factors are driving Split-type V2G Charging Pile market growth, globally and by region?

Which technologies are poised for the fastest growth by market and region?

How do Split-type V2G Charging Pile market opportunities vary by end market size?

How does Split-type V2G Charging Pile break out by Type, by Application?

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