



China EV Charging Station and Charging Pile Market Report, 2016-2020

Jan. 2016

STUDY GOAL AND OBJECTIVES

This report provides the industry executives with strategically significant competitor information, analysis, insight and projection on the competitive pattern and key companies in the industry, crucial to the development and implementation of effective business, marketing and R&D programs.

REPORT OBJECTIVES

- ◆ To establish a comprehensive, factual, annually updated and cost-effective information base on market size, competition patterns, market segments, goals and strategies of the leading players in the market, reviews and forecasts.
- ◆ To assist potential market entrants in evaluating prospective acquisition and joint venture candidates.
- ◆ To complement the organizations' internal competitor information gathering efforts with strategic analysis, data interpretation and insight.
- ◆ To suggest for concerned investors in line with the current development of this industry as well as the development tendency.
- ◆ To help company to succeed in a competitive market, and

METHODOLOGY

Both primary and secondary research methodologies were used in preparing this study. Initially, a comprehensive and exhaustive search of the literature on this industry was conducted. These sources included related books and journals, trade literature, marketing literature, other product/promotional literature, annual reports, security analyst reports, and other publications.

Subsequently, telephone interviews or email correspondence was conducted with marketing executives etc. Other sources included related magazines, academics, and consulting companies.

INFORMATION SOURCES

The primary information sources include Company Reports, and National Bureau of Statistics of China etc.

Abstract

China produced 379,000 new energy vehicles in 2015, a fourfold increase from a year ago, including 142,800 battery-electric passenger vehicles and 63,600 plug-in hybrid passenger vehicles, both increasing three times year-on-year, 147,900 battery-electric commercial vehicles, an increase of eight times from 2014, and 24,600 plug-in hybrid commercial vehicles, surging by 79% compared with the previous year. In 2015, new energy vehicles made up 1.5% of China's total output of vehicles (24.5033 million units), jumping by 400% from 2014. New energy vehicle ownership approached 500,000 units in China in 2015, basically accomplishing phased target of the Planning for the Development of New Energy Vehicle during 2012-2020. It is expected that EV sales will reach 2.11 million units in 2020 with EV ownership exceeding 5 million units.

Driven by rapid development of new energy vehicles, the supporting facilities like charging station and charging pile also flourish. Charging station ownership in China increased from 76 in 2010 to 3,600 in 2015 at a CAGR of 90.2%. The number of public charging piles grew from 1,122 to 49,000 at a CAGR of 87.7% during the same period. In addition to public charging piles, private charging pile ownership approximated 50,000 and commercial charging piles (for buses, logistics vehicles, enterprises & public institutions) totaled about 50,000-60,000 nationwide in 2015, thus bringing the country's total number of charging piles up to nearly 160,000.

The construction of charging piles in major cities that promote new energy vehicles in China is as follows:

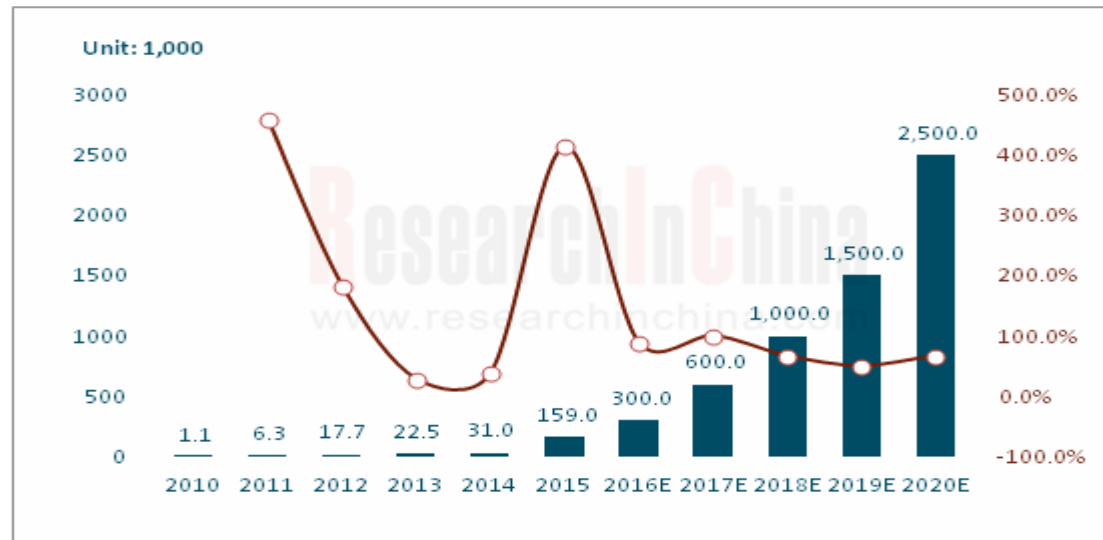
- (1) By the end of 2015, Beijing has built 5 large battery swap stations, 518 charging stations, and 21,000 charging piles. These charging piles can be divided into three categories: 1) private ones (about 12,000); 2) public ones (5,008 or so); 3) special ones (3,700), primarily for public buses, sanitation vehicles, taxicabs, and not open to the public.
- (2) By the end of 2015, 25 state-owned and private companies in Shanghai have built 16,055 charging piles (including 5,168 public and special charging facilities) and 131 after-sales service outlets throughout the city. There were 218 public EV charging stations, 28 public charging stations, and 2,578 DC charging piles (including 630 charging piles for public buses).

As to industrial policies, China introduced a series of documents, such as the Circular on Issues Related to the Policy on Price of Electricity Used by EVs, the Circular on Rewarding the Construction of New Energy Vehicle Charging Facilities, and the Circular on Incentive Policies on New Energy Vehicle Charging Facilities and Strengthening the Popularization and Application of New Energy Vehicles during the 13th Five-year Plan Period (Exposure Draft), encouraging the construction of charging piles and allocating central fiscal funds to subsidize the provinces and enterprises which construct and operate charging piles in a sound way so as to stimulate enthusiasm of the society to participate in the construction of charging piles.

China aims to build 12,000 centralized charging/battery swap stations and 4.8 million scattered charging piles across the country by 2020 to meet charging demand of 5 million EVs in principle of 1 vehicle to 1 charging pile. Regionally, the EV charging stations that have been built are primarily concentrated in eastern provinces in East China, North China, and South China, of which Beijing, Shanghai, and Qingdao are the cities with massive construction of EV charging stations in China.

With introduction of incentive policies on charging facilities, all parts of the countries have ramped up their efforts to build charging piles, and the companies that run charging pile business also announce to build tens of thousands of charging piles in Beijing, Shanghai, and Guangzhou. Operators of charging facilities, manufacturers of equipment, and providers of integrated solutions are three major roles in charging pile industry chain. There are three main business models in charging pile industry: “charging pile + commodity retail + service consumption”, “carmakers + equipment manufacturers + operators + users”, and “charging APP + cloud services + remote intelligent management”.

Number of EV Charging Piles in China, 2010-2020E



China EV Charging Station and Charging Pile Market Report, 2016-2020 by ResearchInChina highlights the followings:

- Industrial policies on car charging station/pile, including policies on subsidies for new energy vehicles, policies on subsidies and rewards for construction of charging piles, the planning for promotion of new energy vehicles, the planning for construction of charging piles, policies on basic electricity tariff of charging and service charges over the next five years;
- Development status of new energy vehicles around the world and in China, including output and sales data in major markets (global, USA, Europe, Japan, and China), and status quo & trends of new energy vehicles (passenger vehicles, buses, logistic vehicles) in China;
- Development characteristics of charging pile globally, covering policies on subsidies for charging pile in major countries, in-depth analysis of charging port standards (America's SAE, Europe's ICE, Japan's CHAdeMO, and China's GB/T), and study of mainstream charging equipment and operators;
- Development of car charging station/pile industry in China, including analysis of 5-year planning for construction of charging pile, particularly profit models and crowdfunding models of charging pile, and driving habits and charging behaviors of new energy vehicle users;
- Construction of charging piles in more than 30 provinces and cities by the end of 2015 and construction plans;
- 13 global and Chinese charging operators (operating models, profit models, APP, partners);
- Operation and development strategies of 8 Chinese suppliers of car charging equipment;
- Major Chinese carmakers' strategic layout in charging field and cooperation with charging equipment suppliers and charging operators.

1 Overview of EV Charging Station/Pile Industry

- 1.1 Electric Vehicle
 - 1.1.1 Definition
 - 1.1.2 Classification
- 1.2 EV Charging Station
 - 1.2.1 Definition and Classification
 - 1.2.2 Charging Modes
 - 1.2.3 Composition and Cost Structure
 - 1.2.4 Configuration
 - 1.2.5 Industry Chain
- 1.3 Charging Port

2 Policies on Charging Infrastructure Industry in China

- 2.1 Electric Vehicle
 - 2.1.1 Purchase Tax Breaks
 - 2.1.2 Fiscal Subsidies for Purchase
 - 2.1.3 Fiscal Subsidies for Use
 - 2.1.4 Policies on Promotion
- 2.2 EV Charging Station
 - 2.2.1 Subsidies for Charging Facilities (by Country)
 - 2.2.2 Planning for Charging Facilities Industry (by Country)
 - 2.2.3 Policies on Promotion of Charging Facilities (by City)
- 2.3 Other Policies
 - 2.3.1 Basic Electricity Price for EV Charging
 - 2.3.2 Service Charge for EV Charging
 - 2.3.3 Charging Port Standards

3 Development of EV around the World and in China

- 3.1 Global EV Market
 - 3.1.1 Overall
 - 3.1.2 United States

- 3.1.3 Europe
- 3.1.4 Japan
- 3.2 Chinese EV Market
 - 3.2.1 Overall
 - 3.2.2 Passenger Vehicle
 - 3.2.3 Commercial Vehicle
- 3.3 EV Charging Solutions in China

4 Development Status of EV Charging Facilities in Foreign Countries

- 4.1 Policies and Characteristics
- 4.2 Major Foreign Charging Port Standards
 - 4.2.1 AC Charging Port
 - 4.2.2 DC Charging Port
 - 4.2.3 Integrated Charging Port
 - 4.2.4 Charging Port Standards for Main Auto Models
- 4.3 Typical Company-Tesla
 - 4.3.1 Profile
 - 4.3.2 Operation
 - 4.3.3 R&D and Capacity
 - 4.3.4 Development of EV
 - 4.3.5 Suppliers
 - 4.3.6 Distribution of Tesla's Charging Stations
- 4.4 Typical Organization-CHAdEMO Association
 - 4.4.1 Profile
 - 4.4.2 Constitution
 - 4.4.3 Technical Structure
 - 4.4.4 Main Auto Models
 - 4.4.5 Development of Charging Station

- 4.5 "Internet Plus" Service Mode- ChargePoint
 - 4.5.1 Profile
 - 4.5.2 Intelligent Charging System of ChargePoint
 - 4.5.3 Development Status of ChargePoint
 - 4.5.4 Profit Model of ChargePoint
- 4.6 Wireless Charging
- 4.7 Technical Trends- V2V/V2H

5 Development of Charging Station/Pile in China

- 5.1 Construction of Charging Station/Pile in China
- 5.2 Crowdfunding Model for Charging Pile in China
- 5.3 Operation of Charging Facilities in China
 - 5.3.1 Profit Model of Charging Facilities in China
- 5.4 Driving and Charging Habits of Chinese EV Users
- 5.5 Challenges to EV and Charging Facilities
 - 5.5.1 Long Charging Time
 - 5.5.2 Immature Technologies, Costly
 - 5.5.3 Market Enclosure, Different Standards
 - 5.5.4 Strong Local Protectionism
 - 5.5.5 Irrational Distribution of Charging Facilities

6 Construction of Charging Station/Pile in Major Cities

- 6.1 Charging Stations on Expressways
 - 6.1.1 Charging Cards for Charging Stations on Expressways
 - 6.1.2 Charging Fees
 - 6.1.3 Development Planning
 - 6.1.4 G2 Beijing-Shanghai Expressway
 - 6.1.5 G4 Beijing-Hong Kong-Macau Expressway

- 6.2 Northeast China
 - 6.2.1 Heilongjiang
 - 6.2.2 Jilin
 - 6.2.3 Liaoning
- 6.3 North China
 - 6.3.1 Beijing
 - 6.3.2 Tianjin
 - 6.3.3 Hebei
 - 6.3.4 Shanxi
 - 6.3.5 Inner Mongolia
- 6.4 East China
 - 6.4.1 Shanghai
 - 6.4.2 Shandong
 - 6.4.3 Jiangsu
 - 6.4.4 Anhui
 - 6.4.5 Jiangxi
 - 6.4.6 Zhejiang
 - 6.4.7 Fujian
- 6.5 Central China
 - 6.5.1 Henan
 - 6.5.2 Hubei
 - 6.5.3 Hunan
- 6.6 South China
 - 6.6.1 Guangdong
 - 6.6.2 Hainan
 - 6.6.3 Guangxi
- 6.7 Southwest China
 - 6.7.1 Chongqing
 - 6.7.2 Sichuan
 - 6.7.3 Guizhou
 - 6.7.4 Yunnan

- 6.7.5 Tibet
- 6.8 Northwest China
 - 6.8.1 Shaanxi
 - 6.8.2 Gansu
 - 6.8.3 Qinghai
 - 6.8.4 Ningxia
 - 6.8.5 Xinjiang

7 Major Charging Operators in China

- 7.1 State Grid
 - 7.1.1 Planning for Construction of Charging Stations
 - 7.1.2 Construction of Charging Stations
 - 7.1.3 EV Charging Equipment Bidding in 2014
 - 7.1.4 EV Charging Equipment Bidding in 2015
- 7.2 China Southern Power Grid
 - 7.2.1 Planning for Construction of Charging Stations
 - 7.2.2 Construction of Charging Stations
 - 7.2.3 Development of New Energy Vehicles in Southern Provinces
- 7.3 Potevio New Energy
 - 7.3.1 Profile
 - 7.3.2 Charging/Battery Swap Equipment
 - 7.3.3 R&D Capability and Developments
 - 7.3.4 Distribution of Charging Stations
 - 7.3.5 Cooperative Enterprises
 - 7.3.6 Charging Business and Revenue
- 7.4 Beijing Huashang Sanyou New Energy Technology
 - 7.4.1 Profile
 - 7.4.2 Charging/Battery Swap Equipment
 - 7.4.3 eVehicle (evehicle.cn)
 - 7.4.4 Charging Business and Revenue

- 7.5 Zhejiang Wanma New Energy
 - 7.5.1 Profile
 - 7.5.2 Affiliated Company
 - 7.5.3 Charging/Battery Swap Equipment
 - 7.5.4 iCharge (eichong.com)
 - 7.5.5 Cooperative Enterprises
 - 7.5.6 Supply System
- 7.7 Star Charge
- 7.8 Qingdao TGOOD Electric
- 7.9 Dianzhuang
- 7.10 Other Potential Charging Service Providers
- 7.11 Conclusion

8 Major Charging Equipment Suppliers in China

- 8.1 NARI Technology Co., Ltd.
- 8.2 Shenzhen Auto Electric Power Plant Co., Ltd.
- 8.3 XJ Electric Co., Ltd.
- 8.4 Sieyuan Electric Co., Ltd.
- 8.5 Shenzhen Golden Highway Technology Co., Ltd.
- 8.6 Hangzhou Zhongheng Electric Co., Ltd.
- 8.7 Zhejiang Tofine Technology Co., Ltd.
- 8.8 UTEK New Energy Technology Co., Ltd.

9 Strategic Moves of Major Chinese Carmakers in Charging Field

- 9.1 BYD
- 9.2 BAIC BJEV
- 9.3 ZOTYE
- 9.4 Geely
- 9.5 SAIC Motor
- 9.6 Conclusion

- Electric Vehicle Technology Roadmap
- Structure of EV Charging Station
- Four Major Systems of EV Charging Station
- Construction Costs of EV Centralized Charging Stations
- Typical Configuration of Bus Charging Station and Public Charging Station
- Industry Chain of EV Charging Stations
- EV Charging Interface
- MIIT's Catalogue for the First Three Batches of Models Exempt from Purchase Tax
- Subsidy Standards for 10m+ Urban Public Bus Demonstration Promotion, 2009-2012
- Subsidy Standards for Demonstration Promotion of Passenger Vehicles for Public Services and Lightweight Commercial Vehicles, 2009-2012
- Subsidy Standards for Electric Passenger Vehicles in China, 2013-2015
- Subsidy Standards for Electric Buses in China, 2013-2015
- Subsidy Standards for Battery Electric and Plug-in Hybrid Electric Passenger Vehicles (including Extended Range), 2016
- Subsidy Standards for Battery Electric and Plug-in Hybrid Electric Buses, 2016
- Subsidy Standards for Promotion and Application of Fuel Cell Electric Vehicles in China, 2016
- Requirements for Battery Electric Driving Mileage of New Energy Vehicles in China
- Central Subsidies for New Energy Passenger Vehicles, 2013-2019
- Central Subsidies for New Energy Buses and Trucks, 2013-2019
- Subsidy Standards for Energy-saving and New Energy Buses under Operation, 2015-2019
- Promotion Plan and Progress for Electric Vehicles in Chinese Cities/Urban Agglomerations, 2013-2015
- China's EV Promotion Plan (Public Transport and Private Use), 2014-2015
- Number of Electric Vehicles Promoted in Chinese Cities/Urban Agglomerations, 2014
- Incentive Standards for New Energy Vehicle Charging Facilities, 2013-2015
- Conversion Relationship for Different Kinds of New Energy Vehicles

- Major Regions and Provinces that Promote New Energy Vehicles, 2016-2020
- Number of New Energy Vehicles Promoted in Key Regions and Their Promotion Percentage, 2016-2020
- Central Chinese Provinces/Regions Where New Energy Vehicles are Promoted, 2016-2020
- Number of New Energy Vehicles Promoted in Central Chinese Provinces and Their Promotion Percentage, 2016-2020
- Number of New Energy Vehicles Promoted in Other Provinces and Their Promotion Percentage, 2016-2020
- Conversion Relationship for Standard New Energy Vehicles
- Incentive Standards for New Energy Vehicle Charging Facilities by Province, 2016-2020
- Number of EV Charging and Battery-swapping Stations (Piles) in China, 2014-2020E
- Ownership of EV in China by Type, 2020E
- Number of Added EV Charging and Battery-swapping Stations in China, 2015-2020E
- Goals for Constructing Charging Infrastructure by Region, 2015-2020
- Overall Goals for Adding Centralized EV Charging and Battery-swapping Stations, 2015-2020
- Goals for Constructing Charging Infrastructure by Place, 2020
- Plan for Nationwide Intercity Fast Charging Network
- Plan for Constructing Charging Facilities in 11 Major Cities Nationwide
- Number of Charging Piles in Wuhan, 2015E
- Basic Electricity Price for Private and Public Charging in Major Cities Nationwide
- Prices for New Energy Vehicle Charging and Battery-swapping in 16 Provinces
- Cost Ceiling for EV Charging and Battery-swapping Service by Province, 2015
- New Standards for AC Charging Interface of Electric Vehicles, 2016
- New Standards for DC Charging Interface of Electric Vehicles, 2016
- Sales Volume of Global Electric Passenger Vehicles by Major Countries, 2013-2014
- Sales Volume of Global Top 20 Electric Passenger Vehicles, 2013-2014
- Sales Volume of Global Top 20 Electric Passenger Vehicles, 2015H1
- Sales Volume of Global Electric Passenger Vehicles (EV & PHEV), 2011-2020E

- Sales Volume of Electric Vehicles in the US by Model, 2013-2015H1
- Sales Volume of Electric Vehicles in Europe by Model, 2013-2015H1
- Sales Volume of Electric Vehicles in Japan by Model, 2013-2015H1
- Output and Sales Volume of Electric Vehicles in China, 2010-2015
- Output of New Energy Vehicles (EV & PHEV) in China, Jan-Dec. 2015
- Sales Volume of Electric Vehicles (EV & PHEV) in China, 2011-2020E
- Sales Volume of Electric Passenger Vehicles (EV & PHEV) in China, 2011-2020E
- Sales Volume of New Energy Passenger Vehicles (EV & PHEV) in China, Jan.-Dec.2015
- Output of New Energy Commercial Vehicles in China, Jan.-Dec.2015
- Sales Volume of Electric Commercial Vehicles (EV & PHEV) in China, 2011-2020E
- China's EV Promotion Plan, 2014-2015
- Output of New Energy Buses in China, Jan.-Dec. 2015
- Output of Battery Electric Trucks in China, Jan.-Dec. 2015
- Performance Parameters for Major BEV Models of 5 Major Companies
- Performance Parameters for Major PHEV Models of 5 Major Companies
- Development Planning and Characteristics of EV Charging Facilities Worldwide by Country
- Fiscal Subsidies for EV and Charging Facilities Worldwide by Country
- Major Standards for EV Charging Interface
- Classification of EV Charging Interfaces by International Standards
- Comparison of AC Charging Voltage and Current by Standards
- Comparison of Three AC Charging Vehicle Socket Interfaces
- Charging Cables that Conform to Both European-standard Charging Equipment and US-standard Vehicle Connection
- Structure Chart for Japan's CHAdeMO
- Four Internationally Standard DC Charging Interfaces Recognized by IEC
- Combined Charging Interface


- Major Global EV Charging Socket Types and Standards
- Revenue and Net Income of Tesla, 2009-2015
- Tesla's R&D Costs and % of Total Revenue, 2011-2015
- Capacity Distribution of Tesla's Production Bases
- Sales of Tesla EV, 2015
- Pan for Tesla EV Models, 2008-2020
- Sales Volume of Tesla EV Worldwide, 2013-2020E
- Suppliers of 2013 Tesla Model S
- Distribution of Tesla Superchargers in China, 2015
- Distribution of Tesla Superchargers in China, 2016
- Number of Tesla Superchargers and Charging Piles in China
- Distribution of Destination Charging Stations in China by Quantity
- Distribution of Tesla Superchargers in North America, 2015-2016
- Distribution of Tesla Superchargers in Europe, 2015-2016
- Organizational Structure of CHAdeMO Association
- Distribution of Regular Members of CHAdeMO Association
- CHAdeMO Charging Connection Certification
- Classification of CHAdeMO Charging Modes
- Models Adopting CHAdeMO DC Charging Interface, Driving Mileage, and Battery Capacity
- Distribution of CHAdeMO Charging Stations Worldwide by Quantity, 2009-2015
- Development of CHAdeMO Charging Stations Worldwide, 2015
- Development Plan for EV and Fast-charging Stations Worldwide, 2012-2020
- Distribution of CHAdeMO Charging Stations in Japan, 2015
- Distribution of CHAdeMO Charging Stations in the US, 2015
- Distribution of CHAdeMO Charging Stations Worldwide

- Charging Mode and Procedure of ChargePoint
- ChargePoint's Intelligent Charging System
- ChargePoint's Charging Piles
- ChargePoint's Charging Service Ecosystem
- ChargePoint's Offline Layout in San Francisco
- ChargePoint's Charging Payment Card
- Diagram for Wireless Charging Technology
- Merits and Demerits of Three Wireless Charging Technologies
- Technical Parameters for Wireless Charging of 11 Global Companies
- Whole Operational Process for Mobile Wireless Charging
- Technical Principle for G2V and Grid to Vehicle
- Technical Principle for G2V and Vehicle to Grid
- Technical Principle for V2H and Vehicle to Home
- Number of Charging Piles, Ownership of New Energy Vehicles and their Proportion in China, 2010-2015
- Ownership of EV Charging Stations in China, 2010-2020E
- Ownership of EV Charging Piles in China, 2010-2020E
- Construction Plan for EV Charging Piles in China, 2015-2020
- Number of Charging Piles in China by Application as of 2015
- Business Model and Value Calculation of New Energy Vehicle Charging
- Profits of Charging and Electricity Sales Market, 2014-2020E
- Electricity Service Market Profits, 2014-2020E
- Charging Pile Fund Precipitation, 2014-2020E
- Market Space of Charging Pile Advertising Revenue, 2014-2020E
- Market Space of Charging Pile Insurance Revenue, 2014-2020E
- Market Space of Charging Pile 4S Value-added Services, 2014-2020E

- Market Space of New Energy Vehicles Sales Commissions, 2014-2020E
- Value of Big Data on Charging Pile Operation, 2014-2020E
- Profit Margin of Charging Network
- Driving Habit of Chinese Auto Users
- Daily Mileage of Chinese EV Users
- Daily Use Frequencies of Chinese EV Users
- Daily Charging Time Distribution of Chinese EV Users
- Driving and Charging Time Distribution of Chinese EV Users
- Charging Duration Distribution of Chinese EV Users
- State of Charge (SOC) of Chinese EV Users after a Driving Journey
- Initial SOC Comparison between Chinese and American EV Users
- Chinese EV Users' Selection of Charging Sites
- Mainstream EV Charging Mode and Time in China
- Prices and Subsidies for Some New Energy Vehicles
- Number of Charging Piles in Key Chinese Cities, 2014-2015 (by the end of 2015)
- Charging Standards for Expressway Fast-charging Network Service
- Charging Mode of Charging Stations along Beijing–Shanghai Expressway
- Introduction to Charge Cards of Charging Stations along Beijing–Shanghai Expressway
- Number of Charging Stations Available along Beijing–Shanghai Expressway and Interface Standards
- Distribution of Fast-charging Stations along Beijing–Shanghai Expressway
- Charging Stations and Their Separation Distance along Beijing–Shanghai Expressway
- Distribution of Public Charging Stations in Beijing, 2016
- Distribution of Community Charging Stations in Beijing, 2016
- Development of New Energy Vehicles and Charging Piles in Hebei, 2014-2015
- Major EV Charging Stations in Shanghai

- Distribution of Charging Piles in Nanjing
- Plan for Constructing Taxi Charging Stations in Hefei
- Plan for Constructing Bus Charging Stations in Hefei
- Charging Pile Layout in Three Towns of Wuhan
- New Energy Vehicle Charging Facility Operators Registered in Shenzhen
- Major EV Charging Stations in Shenzhen
- State Grid's Plan to Construct Electric Vehicle Charging Stations, 2009-2020
- Number of Charging and Swap Facilities Tenders Invited by State Grid, 2014
- Number of Projects Winning Charging and Swap Facilities Tenders Invited by State Grid, 2014
- Bid-winning Distribution of DC and AC Charging Pile Tenders Invited by State Grid, 2014
- Ranking of Winners of Charging Pile Tenders Invited by State Grid, 2014
- Winners and Number of Charging Pile Tenders Invited by State Grid, 2014
- Regions Winning Charging Pile Tenders (Invited by State Grid) and Number of Obtained Tenders, 2014
- Results of Charging Equipment Bidding Invitation by State Grid, 2015
- Charging Piles of China Southern Power Grid
- Charging Facilities of Potevio New Energy
- Vehicle Charging Monitoring System of Potevio New Energy
- 332.8V 66AH Battery Pack (Including Battery Management System) Power Supply System for Sanitation Vehicles
- 537.6V 247.5AH Battery Pack (Including Battery Management System) Power Supply System for Sanitation Vehicles
- Intelligent Management and Battery Charging Technology
- Distribution of Potevio New Energy's Charging Stations in Beijing
- Cooperative Partners of Potevio New Energy
- Charging Equipment Product Classification of Huashang Sanyou
- Two Access Modes Provided by evehicle.cn
- New Energy Enterprises of Wanma Group

- Charging Pile Types of Wanma New Energy
- WM Master Station Operation and Management System Solutions of Wanma New Energy
- WM Charging Station Solutions of Wanma New Energy
- Brands Cooperated with iCharge (Eichong.com)
- Cooperative Schemes of iCharge (Eichong.com)
- New Energy Enterprises Cooperated with Wanma Group, 2015
- Power Battery Suppliers of Wanma New Energy
- Procedure for Accessing Eichong Network
- Charging Pile Distribution of iCharge (Eichong.com)
- TGOOD EV Group Charging System
- Teld Charging Plug
- Future Group Charging System of TGOOD
- Distribution of Charging Terminals of Teld
- Major Cooperative Enterprises of TGOOD
- Business Model and Charging Standards of 12 Major Charging Operators in China
- Number of Charging Piles in Major Chinese Cities and Charging Operators
- Major Third-party Payment Platforms of Charging Operators in China
- Product Solutions of 41 Major Charging Equipment Suppliers in China
- Organizational Structure of NARI-TECH
- Product Type of Charging and Battery-swapping Stations of NARI-TECH
- EV Charging Equipment List of Shenzhen Auto Electric Power Plant
- R&D Costs and % of Total Revenue of Shenzhen Auto Electric Power Plant, 2011-2013
- Charging and Battery-swapping Equipment Capacity Layout of XJ Electric
- Charging and Battery Swap Bid-winning Projects of Golden Highway, 2014
- Integrated Solutions for EV Charging and Battery-swapping Stations

- 
- Charging and Swap Facilities Clients of Tofine Technology
 - Suppliers of Tofine Technology
 - Equity Structure of UTEK New Energy Technology
 - Charging and Swap Facilities Clients of UTEK New Energy Technology
 - EV Charging Modes and Charging Piles of Major Auto Makers in China by Mode1/2/3
 - BYD's Main Charging Business Layout and Partners
 - Main Charging Business Layout and Partners of BAIC BJEV
 - Zotye's Main Charging Business Layout and Partners
 - Geely's Main Charging Business Layout and Partners
 - SAIC's Main Charging Business Layout and Partners
 - List of Charging Pile Operators and Auto Makers in China: EV Charging Modes and Charging Piles of Major Auto Makers in China by Mode1/2/3

You can place your order in the following alternative ways:

1. Order online at www.researchinchina.com
2. Fax order sheet to us at fax number: +86 10 82601570
3. Email your order to: report@researchinchina.com
4. Phone us at +86 10 82600828/ 82601561

Party A:			
Name:			
Address:			
Contact Person:		Tel	
E-mail:		Fax	

Party B:			
Name:	Beijing Waterwood Technologies Co., Ltd (ResearchInChina)		
Address:	Room 502, Block 3, Tower C, Changyuan Tiandi Building, No. 18, Suzhou Street, Haidian District, Beijing, China 100080		
Contact Person:	Liao Yan	Phone:	86-10-82600828
E-mail:	report@researchinchina.com	Fax:	86-10-82601570
Bank details:	Beneficial Name: Beijing Waterwood Technologies Co., Ltd Bank Name: Bank of Communications, Beijing Branch Bank Address: NO.1 jinxiyuan shijicheng, Landianchang, Haidian District, Beijing Bank Account No #: 110060668012015061217 Routing No #: 332906 Bank SWIFT Code: COMMCNSHBJG		

Title	Format	Cost
<i>Total</i>		

Choose type of format

- PDF (Single user license)2,500 USD
- Hard copy 2,700 USD
- PDF (Enterprisewide license)..... 3,900 USD

※ Reports will be dispatched immediately once full payment has been received.
Payment may be made by wire transfer or credit card via PayPal.

About ResearchInChina

ResearchInChina (www.researchinchina.com) is a leading independent provider of China business intelligence. Our research is designed to meet the diverse planning and information needs of businesses, institutions, and professional investors worldwide. Our services are used in a variety of ways, including strategic planning, product and sales forecasting, risk and sensitivity management, and as investment research.

Our Major Activities

- *Multi-users market reports*
- *Database-RICDB*
- *Custom Research*
- *Company Search*

For any problems, please contact our service team at: