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Q4 2026

Bringing V2H to Residential Homes

BRINGING V2H TO RESIDENTIAL HOMES

We design, develop and distribute charging and energy management solutions for e-mobility needs

UNITS SOLD[1]
1.5M

COUNTRIES WITH COMMERCIAL ACTIVITY
+120

OFFICES ACROSS 3 CONTINENTS
10

CHARGING EQUIPMENT FACTORIES
3

IN-HOUSE PRODUCTION CAPACITY
+1.2M

CHARGING STATIONS CONNECTED[2]
+611k

ELECTRIC KM DRIVEN[3]
22.9B

TONS OF CO_2 AVOIDED[3]
3.0M

AWARD-WINNING PRODUCT PORTFOLIO

Green Good Design Award 2025

ADI-FAD Delta Bronze 2024

The smarter E AWARD Project Award 2023

European Product Design 2023

Reddot Product Award 2022

Tom's Guide CES Award 2022

Time Magazine Best 2022 Innovation

iF Design Product Award 2022

GOOD DESIGN Winner 2021

Engadget Best of CES 2020

Newsweek Best of CES 2020

Electrek Best of CES 2020

From Corporate Presentation | Source: Wallbox data - until December 31th, 2025 | [1] From start of operations including ABL | [2]Connected Wallbox chargers | [3]Based on 3,571 GWh charged by connected Wallbox chargers

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BRINGING V2H TO RESIDENTIAL HOMES

Technology: Quasar 2

- **What is it**
  - DC Bidirectional Charger
- **How it's being used today**
  - Kia EV9
  - V2H / V2G
  - Grid Parallel or Islanded
  - ISO 15118-20
- **DC Charger**
  - ISO 15119-20
  - CCS or NACS charging connector
- **Certifications:**
  - UL 1741, UL 9741, UL 2231-1, UL 2231-2





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BRINGING V2H TO RESIDENTIAL HOMES

Common Customer Questions

BEFORE INSTALL

Compatibility

- Does it work with my EV, battery, or existing solar?
- What will it cost after incentives?
- What backup do I actually get?
- Do I need an adapter?
- When can I charge my car?

DURING INSTALL

Who owns what?

- Who pulls the permit and files with the utility?
- Will my site need electrical upgrades?
- Who do I call for issues?

AFTER INSTALL

What do I get?

- What happens in an outage?
- When does V2G value start?
- Who supports it if something fails?

Timeline: at least 60–90 days from order to closed sale, before install and PTO

Pre-Order > Site Audit > Proposal > Design > Permit > IX Submission > IX Approval > Install > Inspection PTO

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BRINGING V2H TO RESIDENTIAL HOMES

Barriers to broader adoption

1	**Utility interconnection** Rules & timelines differ by utility, especially with existing solar and net metering.
2	**Storage co-installation** Warranty and compatibility guidance for home batteries is still missing across the industry.
3	**Vehicle availability** Few vehicles can discharge today, and each automaker enables it differently.
4	**Fragmented process** Permit, utility, installer and manufacturer each own a piece, with little standardization.
5	**Installer Training** Contractors need training resources for Quasar 2.

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What homeowners should be ready for

Equipment Costs
Charger ≈ $6.2K; backup unit adds ≈ $3K

Installation
Site-specific. Range varies depending on complexity

Utility / permit fees
Vary by utility and by city

Electrical upgrades
Panel or service work if the home needs it

ROI

Resilience first

Payback depends on incentives, rates, and future grid-services revenue.

Backup value now > V2G revenue later.

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Three interfaces to standardize

Vehicle to charger

TODAY

Automaker-by-automaker enablement and testing.

NEEDED

ISO15118-20 Standard Protocol: One common bidirectional protocol and certification.

Charger to home

TODAY

Backup needs a recovery unit or islanding switch.

NEEDED

Clear co-installation guidance for home batteries.

Charger to grid

TODAY

V2H is non-export. V2G needs backend and utility approval.

NEEDED

Consistent utility rules and aggregator interfaces.

Near term: V2H first. V2G follows certification and utility readiness.



Thank you.

wallbox™ Get in charge