

Auto China 2026: Huawei repositions its 1,500-kW charging system for multiple use cases

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The system targets scalable deployment, grid buffering and multiscenario use, contrasting with the battery-centric fast-charging approaches from BYD and CATL

Huawei's 1,500-kilowatt megawatt charging system, first introduced in 2025 as a high-power solution for heavy-duty, high-utilization electrification scenarios, supports up to 1,500 kW of peak output and 2,400 amperes (A) of current, enabling an approximately 300-kilowatt-hour battery charge in about 15 minutes under defined operating conditions. In 2026, the system is no longer presented as a new introduction but as part of a broader rollout strategy focused on deployment scale and infrastructure integration.



Source: Getty Images

At the 2026 Beijing Auto Show, Huawei Digital Energy has positioned its ultrafast-charging system as a full-stack solution rather than a stand-alone product, emphasizing compatibility with mainland China's 2015 and later charging standards and a broader terminal portfolio. The solution includes natural-cooled 400-A systems, liquid-cooled 800-A units, and higher-power configurations above 1,000 A, alongside charging equipment rated up to 1,000 kW and 1,440 kW. The system integrates solar-storage-charging coordination to improve grid utilization and support more flexible deployment under different infrastructure conditions, combining photovoltaic generation, energy storage and charging infrastructure to reduce peak load pressure and support more stable station operation.

For passenger electric vehicle applications, Huawei presented upgraded ultrafast-charging terminals supporting up to 800 A of output, while 1,000-kW-class systems and above are suitable for logistics hubs and high-throughput charging environments.

The 1,500-kW charging system continues to use liquid cooling across charging guns, cables and power electronics, and incorporates a 215-kWh direct current (DC) energy storage module to deliver high-power output even under constrained grid input conditions. This setup decouples charging demand from direct grid supply and enables faster station deployment in regions with weaker electrical infrastructure.

Huawei's infrastructure-centric approach is contrasted with passenger EV fast-charging strategies from other mainland Chinese companies. For example, BYD Flash Charging 2.0 integrates high-rate battery chemistry with peak charging power up to 1,500 kW, enabling 10% to 70% charging in about 5 minutes under defined conditions. CATL Shenxing focuses on battery-level innovation, with a system-level claim of achieving full charge in about 6 minutes when paired with compatible charging infrastructure.

Huawei's system instead prioritizes infrastructure scalability, multivehicle compatibility and grid buffering rather than battery-side integration. Notably, companies are increasingly developing megawatt-level charging alongside improvements in battery chemistry as passenger EV systems are targeting sub-10-minute charging times, while infrastructure providers concentrate on grid stability, deployment speed and multiscenario applications. Huawei's 2026 positioning reflects a transition from early demonstration to broader network deployment.

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CONTACTS

The Americas

+1 877 863 1306

Europe, Middle East & Africa

+44 20 7176 1234

Asia-Pacific

+852 2533 3565

www.spglobal.com/mobility

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