

GOVERNMENT OF INDIA
MINISTRY OF PETROLEUM AND NATURAL GAS
RAJYA SABHA
UNSTARRED QUESTION No. 137
ANSWERED ON 20/07/2026

IMPACT OF E20 PETROL ON VEHICLE PERFORMANCE

137. DR. V. SIVADASAN:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether Government has received complaints regarding vehicle performance after introduction of E20 petrol;
- (b) the number of complaints received, State-wise;
- (c) whether any scientific study has been conducted regarding the compatibility of older vehicles with E20 fuel;
- (d) whether Government proposes to continue supply of pure petrol (E0/E10) for vehicles not designed for E20 fuel; and
- (e) if not, the reasons therefor?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS
(SHRI SURESH GOPI)

- (a) Government has not received any widespread or substantiated complaints regarding vehicle performance attributable to the use of E20 petrol.

Government has, however, taken note of certain media reports and social media posts relating to E20 fuel. These concerns have been scientifically examined.

Extensive laboratory studies, field validation and real-world operating experience over several years have not established any widespread adverse impact on vehicle performance attributable to E20 fuel.

E15+ blended petrol has been in widespread use across the country for over three-and-a-half years and E19–E20 fuel for over two-and-a-half years, with over 20 crore two-wheelers and over 3 crore petrol cars operating on these blends without any verified evidence of widespread engine failure attributable to E20 fuel.

A leading OEM serviced 2.84 crore vehicles during FY 2025-26, including around 1.5 crore vehicles not originally certified as E20-compatible, and reported no E20-linked corrosion, abnormal wear or reduction in component life. A leading 2-wheeler company has reported similar field experience. Automobile manufacturers continue to honour warranties for vehicles operating on E20 fuel

- (b) In view of the reply to part (a), no State-wise record of complaints attributable to E20 fuel is maintained by the Government.

(c) Yes.

The Inter-Ministerial Committee (IMC) constituted under NITI Aayog examined various aspects of vehicle compatibility and mileage on E20 fuel. The assessment was supported by studies conducted by Indian Oil Corporation Limited (IOCL), Automotive Research Association of India (ARAI), Indian Institute of Petroleum (IIP), Dehradun and the Society of Indian Automobile Manufacturers (SIAM).

Extensive laboratory studies and field trials confirmed that even legacy vehicles do not exhibit any significant variation in performance or abnormal wear and tear on parameters such as drivability, startability, metal compatibility and plastic compatibility.

(d) & (e): In accordance with the Government's policy for implementation of the Ethanol Blended Petrol (EBP) Programme, Oil Marketing Companies have been directed to supply Ethanol Blended Motor Spirit containing up to 20% ethanol, conforming to the relevant Bureau of Indian Standards (BIS) specifications, across all States and Union Territories.

Further, with effect from 1 April 2026, Ethanol Blended Motor Spirit with a minimum Research Octane Number (RON) of 95 has been notified under the relevant statutory provisions.

The Government's policy is to progressively transition towards cleaner, more efficient and environmentally sustainable fuels in line with the National Policy on Biofuels and India's energy security and emission reduction objectives.

Vehicle manufacturers were consulted at every stage of the transition from E10 to E20 and extensive laboratory studies and field trials were conducted before rollout. Had automobile manufacturers not been fully satisfied with the results, they would neither have certified E20-compatible vehicles nor honoured warranty obligations.

The fact that manufacturers continue to honour warranties for vehicles running on specification-compliant E20 fuel reflects their confidence in the scientific validation and testing undertaken.

Having been scientifically validated and accepted by the automobile industry after extensive testing, there is no proposal to revert to E0/E10 petrol. The objective of public policy is to move forward with a superior fuel, not return to an inferior standard.

The transition to E20 has been phased, consultative and scientifically validated, following extensive consultations with automobile manufacturers, ARAI, SIAM, Oil Marketing Companies and other stakeholders. Material compatibility, engine durability, fuel systems, drivability, emissions and performance were comprehensively evaluated before rollout, and manufacturers continue to honour vehicle warranties.

Maintaining parallel nationwide supply chains for E0, E10 and E20 petrol across more than one lakh retail outlets would significantly increase logistics complexity, inventory and handling costs. Public policy must balance consumer convenience with energy security, environmental sustainability and farmer welfare.

Once a cleaner and scientifically validated fuel has been adopted, the objective is to move forward with better technology, not revert to an inferior standard.
