

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA
STARRED QUESTION NO. 161
ANSWERED ON 11TH DECEMBER, 2025**

VEHICLES COMPATIBLE FOR E10 AND E20 FUEL STANDARDS

***161. SHRI JAGADISH CHANDRA BARMA BASUNIA:**

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the Government has prescribed clear norms mandating vehicle manufacturers to label or certify models as E10 or E20 fuel compatible and if so, the details thereof;**
- (b) whether such certification data has been made publicly available to consumers and if so, the details thereof;**
- (c) the number of vehicles currently registered in the country that are not compliant with E20 fuel standards; and**
- (d) whether any phase-out or retrofit programme for non compliant vehicles has been announced and if so, the details thereof?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (d) A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF THE LOK SABHA STARRED QUESTION NO. *161 FOR ANSWER ON 11th December, 2025 ASKED BY SHRI JAGADISH CHANDRA BARMA BASUNIA REGARDING VEHICLES COMPATIBLE FOR E10 AND E20 FUEL STANDARDS.

(a) & (b) The compatibility of vehicle with the level of ethanol blend of E20 shall be defined by the vehicle manufacturer, and the same shall be displayed on the vehicle by putting a clearly visible sticker.

(c) The vehicles sold prior to 1st April, 2023 were compliant with E10 and the vehicles sold after 1st April, 2023 are E20 material compliant. Safety standards for E20 are well established through BIS specifications and Automotive Industry Standards (AIS). In most parameters, including driveability, startability, metal compatibility and plastic compatibility, there are no issues.

(d) Based on the recommendation of the study conducted by Automotive Research Association of India (ARAI), Indian Oil Corporation Limited (IOCL) and Society of Indian Automobile Manufacturers (SIAM), there would be no requirement for a phase out or retrofit of non-compliant vehicles and the normal wear and tear can be managed during routine servicing regime of the vehicle.
