

COMPLAINTS REGARDING ENGINE COMPONENTS DUE TO ETHANOL BLENDED PETROL

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पेट्रोलियम और प्राकृतिक गैस मंत्री

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

- (a) whether the Government has received any official complaints regarding damage to engine components such as rubber pipes, seals and pistons of BS-IV and BS-VI vehicle and decline in average mileage after the use of twenty per cent ethanol blended petrol in the country including Jaunpur and if so, the details thereof, year-wise;
- (b) the details of the cases registered at authorised service centres of various automobile companies from January, 2024 to May, 2026 due to engine damage, reduced mileage and other issues arising from ethanol blended fuel;
- (c) whether vehicle manufacturers have submitted any report to the Government regarding the impact of ethanol blended fuel, including financial losses caused due to such issues and if so, the details thereof;
- (d) whether the Government is considering any new policy or mandatory standards for blending isobutanol or other biofuels with diesel including fifteen percent isobutanol blending and if so, the details thereof along with the technical and policy safeguards proposed for ensuring engine safety, warranty protection and technical compatibility, particularly for heavy commercial vehicles; and
- (e) whether the Government proposes to undertake public awareness campaigns to provide information to consumers regarding vehicle compatibility and maintenance related to biofuel blending and if so, the details thereof?

ANSWER

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(श्री सुरेश गोपी)

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

(a) to (c): The Ethanol Blended Petrol (EBP) Programme has been implemented through a phased, scientifically validated and consultative process involving NITI Aayog, automobile manufacturers, Oil Marketing Companies (OMCs), Automotive Research Association of India (ARAI), Society of Indian Automobile Manufacturers (SIAM), Indian Institute of Petroleum (IIP) and other technical institutions.

Ethanol is not a new fuel. It has been used globally for over a century, with countries such as Brazil operating higher ethanol blends for decades with an average blending of 48% along with base fuel with 27% blending (E27). In India, the Ethanol Blended Petrol (EBP) Programme commenced with a pilot in 2001, E5 was introduced in 2006, and although blending remained around 1.53% in 2013-14, it has since been increased progressively in a calibrated manner after creating the necessary production capacity, infrastructure and regulatory framework.

The rollout of higher ethanol blends was undertaken only after extensive consultation with automobile manufacturers, SIAM, ARAI, component manufacturers, testing agencies and Oil Marketing Companies (OMCs). The Government has not received any widespread or substantiated

complaints from vehicle manufacturers, automobile associations or consumer organisations regarding the use of E20 petrol with respect to fuel efficiency, engine performance, maintenance costs and the overall driving experience. The Government has, however, taken note of certain concerns raised in media and social media, which have been scientifically examined.

Extensive laboratory studies and field trials conducted by ARAI, SIAM, IOCL, IIP and automobile manufacturers covering parameters such as engine durability, drivability, startability, corrosion resistance, material compatibility, emissions and fuel efficiency have confirmed that E20 is safe for use under prescribed standards.

These studies also established that legacy vehicles do not exhibit any significant variation in performance or abnormal wear and tear due to E20. These extensive laboratory studies, field validation and real-world operating experience have not established any widespread adverse impact on vehicle performance due to E20 fuel.

The Government's assessment is based not only on laboratory research but also on large-scale experience after nationwide implementation. India witnesses approximately 8 crore vehicles visiting retail outlets every day (around 80% petrol vehicles).

This is evident from the fact that E15+ blended petrol has been in widespread use for over three-and-a-half years and E19-E20 fuel for over two-and-a-half years. More than 20 crore two-wheelers and over 3 crore petrol cars have been operating on these blends without any verified evidence of widespread engine failure or vehicle breakdown attributable to ethanol blending. Manufacturer service data confirm that there is no abnormal corrosion, wear or reduction in vehicle life due to E20 fuel. Manufacturers continue to honour warranty obligations for vehicles using E20 fuel, providing further confidence in its safety and reliability.

A leading OEM serviced 2.84 crore vehicles during FY 2025-26, including approximately 1.5 crore vehicles that were 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. One OEM recently stated that data from 1.4 crore E20-operated vehicles tracked over an extended period showed no evidence of ethanol-induced corrosion. ARAI reaffirmed that vehicles undergo rigorous international-standard validation before reaching consumers.

At the same time, E20 provides higher octane, better anti-knock performance, improved combustion characteristics, smoother acceleration and lower emissions, contributing to cleaner and more efficient engine operations. Emissions, fuel systems and material compatibility have confirmed that E20 fuel does not cause abnormal wear and tear or compatibility issues.

(d): So far no decision has been taken regarding any new policy or mandatory standards for blending isobutanol or other biofuels with diesel including 15 percent isobutanol blending. However, Bharat Petroleum Corporation Limited has conducted a preliminary study on Iso-butanol blending with diesel and no view has yet been taken on Iso-butanol blending with diesel.

(e) Public awareness initiatives are regularly undertaken to educate consumers about the technical compatibility of E20 fuel with all petrol vehicles without any performance or warranty issue and the environmental and energy security benefits of ethanol blending. Consumer feedback received through the grievance redressal mechanisms is regularly monitored by the OMCs, and appropriate corrective measures are taken wherever required to ensure consumer confidence while advancing the Ethanol Blended Petrol (EBP) Programme.
