Ministry of Petroleum & Natural Gas

Facts about Ethanol Blended Petrol: Separating Facts from Misconceptions

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Certain misleading claims regarding the Ethanol Blended Petrol (EBP) Programme have recently been circulated in the media and on social media. The following point-wise clarifications, based on scientific validation, extensive field experience and industry data, address these claims and present the factual position.

Claim 1: Vehicles manufactured before 2023 cannot run on E20 petrol.

- **E15-plus fuel has been in widespread use for over three and a half years, while E19-E20 fuel has been in use for over two and a half years.**
- **During this period, no verified news of widespread engine failure or vehicle breakdown attributable to ethanol blending has emerged. Had ethanol blending been causing systemic damage to engines or fuel systems, such failures would have resulted in large-scale warranty claims, service campaigns and widespread consumer complaints, none of which have been reported.**
- 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. 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.

As seen from the table,the progression has been gradual:

Ethanol Supply Year	Average Blending(%)
2013-14	~1.53
2020-21	~8.1

2021-22	~10
2022-23	~12
2023-24	~14.6
2024-25	~19.2
2025-26 (Nov-June)	20

- The Government has also considered the large-scale real-world operating experience. India witnesses approximately 8 crore vehicles visiting retail outlets every day (around 80% petrol vehicles),
- **The Government's assessment is also based on manufacturer service data. 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.**
- Further, 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).
- Material compatibility, engine calibration, drivability, durability, emissions, fuel systems and performance were scientifically evaluated before implementation. Manufacturers have continued to honour vehicle warranties, reflecting their confidence in the compatibility of the fuel.
- 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, while ARAI reaffirmed that E20-compatible vehicles undergo rigorous international-standard validation before reaching consumers.
- In addition, Oil Marketing Companies maintain strict fuel quality assurance through over 30,000 retail outlet inspections for adulteration and fuel quality verification, supported by directions to States to maintain zero tolerance towards fuel adulteration. Ethanol-blended petrol conforms to BIS specifications and undergoes quality checks throughout the supply chain.
- Accordingly, the Government's statement that "no widespread issues" have been reported is based not on isolated instances but on the cumulative evidence of over 25 years of phased implementation, extensive scientific validation, continuous field experience across crores of vehicles, manufacturer service records, stakeholder consultations, and ongoing quality monitoring.

- The Government examines claims circulated on social media in consultation with manufacturers and technical agencies. Many such claims have been found to be exaggerated, misleading or unsupported by technical evidence and no verified evidence of widespread engine damage due to ethanol blending has emerged.

Claim 2: Nearly 30 crore vehicles will become unusable.

E15+ blended petrol has already been in widespread use for **more than three and a half years**, while **E19-E20 fuel has been in use for over two and a half years**.

During this period:

- **More than 20 crore two-wheelers**
- **More than 3 crore petrol cars** have operated on these fuels **without any verified evidence of widespread engine failure or vehicle breakdown attributable to ethanol blending.**

If E20 really rendered vehicles unusable, India would have witnessed millions of breakdowns, warranty claims and service campaigns. Nothing of that sort has occurred.

Claim 3: Automobile manufacturers have privately indicated that E20 is not desirable.

On **4 July 2026**, the Ministry of Petroleum & Natural Gas, along with the Ministry of Heavy Industries and the Ministry of Road Transport & Highways, convened a joint press conference where senior executives from **Toyota Kirloskar, Maruti Suzuki, Hero MotoCorp, Hyundai Motor India, TVS Motor Company and Bajaj Auto** collectively addressed concerns regarding E20. Their position was unequivocal:

- **Toyota Kirloskar** stated that **E20 was introduced only after rigorous testing on older vehicles**, describing ethanol as a clean, high-performance fuel that has been used globally for decades. It further emphasised that testing protocols are internationally standardised under UNECE norms and cannot be compromised.
- **Maruti Suzuki** gave what it described as a **"statement of confidence"** to consumers. Based on **2.84 crore vehicles serviced in FY 2025-26**, including **more than 1.5 crore older vehicles that were not originally E20-certified**, the company reported **no E20-related corrosion, abnormal wear, or reduction in component life**. It also clarified that the mileage impact is generally limited to **3–3.5%**, and that everyday factors such as tyre pressure, driving style, maintenance and traffic have a much larger influence on fuel economy.
- **Hero MotoCorp**, one of the world's largest two-wheeler manufacturers, stated that analysis of its extensive service data found **no higher incidence of damage in vehicles operating on E20** compared to earlier fuels.
- **Hyundai, TVS Motor Company and Bajaj Auto** also participated in the same press conference and collectively reaffirmed the industry's confidence in the E20

programme. The panel concluded by reiterating its commitment to the programme and to addressing consumer concerns transparently.

Claim 4: Older vehicles are at risk.

A leading automobile manufacturer serviced **2.84 crore vehicles** during FY 2025-26.

Among them were approximately **1.5 crore vehicles that were never originally certified as E20-compatible.**

Despite this,

- no abnormal corrosion,
- no abnormal wear,
- no reduction in component life was attributed to E20 fuel.

A leading two-wheeler manufacturer has reported similar field experience, while another OEM tracked **1.4 crore E20-operated vehicles** over an extended period and found **no evidence of ethanol-induced corrosion.**

Claim 5: Mileage will collapse.

Government studies and automobile manufacturers have consistently explained that **fuel efficiency depends on multiple factors**, including:

- driving habits,
- traffic conditions,
- vehicle maintenance,
- tyre pressure,
- air-conditioner usage.

For certain older E10-designed vehicles, any reduction in fuel economy is **generally limited to about 3-5%**, not the exaggerated figures being circulated.

At the same time, E20 provides:

- higher octane rating, superior anti-knock characteristics,
- cleaner combustion, smoother engine performance,
- better acceleration and ride quality.

Claim 6: Manufacturers are being forced to support E20.

Had automobile manufacturers not been satisfied with the scientific validation, they would neither

- have certified E20-compatible vehicles,
- nor continued to honour warranty obligations.

Manufacturers continue to honour warranties for vehicles operating on specification-compliant E20 fuel because they have confidence in the extensive testing that preceded the rollout.

Claim 7: Automobile companies are under Government pressure to hide the truth about E20.

- India's automobile manufacturers are independent listed companies with legal and regulatory obligations to their customers.
- They cannot conceal widespread vehicle defects without exposing themselves to warranty claims, product liability, regulatory action and serious reputational damage.
- **Manufacturers continue to honour warranties for E20-compatible vehicles**, something they would not do if they believed E20 was causing systemic engine damage. Warranty decisions are based on engineering validation and field experience and not political considerations.
- The industry's position has also been expressed publicly and transparently. On **4 July 2026**, senior executives from **Toyota Kirloskar, Maruti Suzuki, Hero MotoCorp, Hyundai Motor India, TVS Motor Company and Bajaj Auto** jointly addressed the media. They reaffirmed that E20 was introduced only after rigorous testing and extensive validation.

Their statements were backed by real-world service data:

- **Maruti Suzuki** analysed **2.84 crore vehicles** serviced in FY 2025-26, including **over 1.5 crore older vehicles**, and found **no E20-related corrosion, abnormal wear or reduction in component life**.
- **Hero MotoCorp** reported that its extensive service data showed **no higher incidence of vehicle damage** in two-wheelers operating on E20.
- **Toyota Kirloskar** stated that E20 was introduced only after **rigorous testing on older vehicles**, following internationally recognised testing protocols under UNECE standards.

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