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### **E15 Facts**

- E15 is a blend of 15% ethanol and 85% gasoline. It is an environmentally-friendly fuel that burns cleaner than gasoline.
- Until recently, gasoline ethanol blends were limited to a maximum of 10% ethanol known as E10. E10 represents 97% of the gasoline sold in the U.S. E15 uses the same type of ethanol as blended in E10, but increases the ethanol content in a gallon of gasoline from 10% to 15%.
- E15 has been approved by the U.S. Environmental Protection Agency (EPA) for use in all 2001 and newer cars, trucks and SUVs. EPA estimates that over 80% of gasoline sold goes into model year 2001 and newer vehicles. These 2001 and newer models account for 82% of vehicle miles traveled in the U.S.
- In 2009, the ethanol industry petitioned the U.S. Environmental Protection Agency (EPA) to approve a blend up to 15% ethanol in gasoline, from the current cap of 10%. Raising the blend from E10 to E15 would accelerate the use of renewable fuel, increase energy security, create U.S. jobs, reduce transportation costs, and improve the environment by displacing conventional gasoline with low-carbon ethanol.
- There has been more testing of E15 than any other fuel additive in the history of the EPA fuel waiver process. In 6 million miles of testing, the Department of Energy found no problems with the use of E15 in the numerous vehicles selected.
- Auto manufacturers approve the use of E15. According to an RFA analysis, approximately 70% of model year 2015 vehicles have been explicitly approved for the use of E15 by auto manufacturers. General Motors recommends use of E15 beginning with its 2012 model year vehicles and Ford recommends E15 for its 2013 and newer vehicles. E15 is also approved for use by Volkswagen, Audi, Toyota, Land Rover, Porsche, Jaguar, Honda and certain models of Mercedes-Benz and Lexus.
- It's also important to note that specific fuels and fuel additives are not always referenced in vehicle owner's manuals, such as fuel stabilizers or octane boosters. Use of fuels and fuel additives not mentioned does not necessarily void a vehicle warranty. In fact, vehicle manufacturers may not deny a warranty claim based on use of a different fuel if that fuel did not contribute to the problem for which the warranty claim is made.
- More than 136,000 green-collar jobs could be created nationwide by moving to E15 which would also reduce our dependence on foreign oil by 7 billion gallons annually.

- E15 has a negligible effect on fuel economy. Studies by Oak Ridge National Laboratory and the National Renewable Energy Laboratory have shown that with all other things being equal, ethanol's impact on fuel economy would be equal to the loss of energy density. This translates into a loss of less than 2% for E15 when compared to regular gasoline. For a vehicle getting 30 mpg this would equate to a drop to around 29.4 mpg or about the loss of miles to the gallon when vehicle tires are improperly inflated.
- The latest research shows that ethanol produced from corn can reduce GHG emissions by as much as 59% relative to gasoline. It can be further reduced by as much as 67% with continued innovation in the industry. Moving from E10 to E15 means a reduction of an additional 20 million metric tons of GHG emissions per year. That is the same as removing 10.5 million vehicles from the road.E15 label.
- E15 can easily be identified at the pump. Look for the orange and black label referencing E15 for use in 2001 and newer passenger vehicles and flex-fuel vehicles (as seen on the right).
- E15 can be used in nearly all existing fuel infrastructure without risk of damage. Underwriters Laboratories (UL) announced its research supports the use of fuel blends containing 15% ethanol at America's gas station pumps.
- EPA did not approve the use of E15 in 2000 and older model vehicles. This was primarily due to the fact that these older vehicles have a number of variables – mileage, state of repair, types of use – that would result in inconclusive test data.
- Non-automotive uses for E15 were not approved by EPA because many non-automotive engines do not have the sophisticated computer controls to adjust for fuel variations. These engines have numerous applications and vary in types and sizes.