

SLOVENSKI STANDARD
SIST-TP CEN/TR 18238:2026

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Goriva za motorna vozila - Bencin E20 - Ozadje zahtevanih parametrov, njihovih omejitev in utemeljitve

Automotive fuels - E20 petrol - Background on the parameters required, their respective limits and justification

Kraftstoffe - E20 Ottokraftstoffe - Hintergrund zu den erforderlichen Parametern, ihren jeweiligen Grenzwerten und ihrer Bestimmung

Carburants automobiles - Essence E20 - Historique des paramètres requis, leurs limites respectives et leur justification

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parameters required, their respective limits and
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justification

Kraftstoffe - E20-Ottokraftstoffe - Hintergrund zu den
erforderlichen Parametern, ihren jeweiligen
Grenzwerten und ihrer Bestimmung

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EUROPEAN COMMITTEE FOR STANDARDIZATION
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CEN/TR 18238:2025 (E)**European foreword**

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Introduction

Commonly available petrol blends include E5 (corresponding to blends oxygenated with C5+ fuel ethers (e.g. MTBE ((Methyl Tertiary Butyl Ether)), ETBE (Ethyl Tertiary Butyl Ether), TAME (Tertiary Amyl Methyl Ether)) up to 22 % (V/V) and/or up to 5 % (V/V) ethanol content) and E10 (corresponding to blends oxygenated with C5+ fuel ethers (e.g. MTBE, ETBE, TAME) up to 22 % (V/V) and/or up to 10 % (V/V) ethanol content). Both fuel specifications are defined in the European petrol standard EN 228 [1].

The Renewable Energy Directive (RED) and subsequent amendments encourage the use of renewable fuels as blending components in petrol. At the CEN/TC 19 meeting in May 2011, a priority was placed on "E10+" petrol in order to be prepared for future market and legislative decisions. It was agreed that a detailed assessment of biofuels and blends in Europe over the coming decade was needed that should be prepared through a multi-stakeholder approach. To develop this longer-term vision, CEN/TC 19 worked together as Industry and Stakeholder partners to complete this assessment and outline the possible constraints and advantages of a future E10+ petrol. This led to the publication of CEN/TR 16514 [2].

In April 2023, European regulation 2023/851 was adopted that dictates that all new cars and vans registered in Europe after 2035 should not produce any tailpipe CO₂ emissions, which effectively means a ban on new light-duty vehicles powered by internal combustion engines (ICEs) using fuels containing carbon. However, light-duty vehicles equipped with ICEs will continue to operate for several decades, so renewable fuels are needed in increasing amounts to replace fossil fuels and help meet the increasing targets for lower carbon and greenhouse gas emissions from the transport sector.

In 2022, a Task Force (TF) under CEN/TC 19 was formed with the intent of developing consensus on technical requirements for an E10+ fuel specification, with the following terms of reference:

The scope of work of the TF is to 'study the DIN and CUNA work to develop consensus on technical requirements for an E10+ fuel specification what could be formed into a CEN/TS (Technical Specification) and supported with sufficient technical substantiation to be written into a CEN/TR (Technical Report)'. In layman's words: the group of experts shall take what has been done already and draft a fuel quality specification for petrol blended with more than 3,7 % (m/m) of oxygen-containing products. That shall be presented to CEN/TC 19 WG21 for discussion, agreement and continual balloting. In parallel, all deliberations and discussions around each property, limit as well as test method applicability, should be recorded to become an official technical background report by CEN.

Motivated by the decarbonisation of the transport sector, several organisations executed studies with alternative fuels that formed the basis of this Technical Specification. In 2017, ENI and FCA (Fiat) started a study on an alternative alcohol-based fuel (15 % methanol and 5 % ethanol – A20) to validate a fuel with a maximum oxygen content of 10 % (m/m). The fuel was tested in five cars. Eventually, CUNA (Italian Technical Commission for Unification in the Automotive Industry) published a specification for this A20 fuel [3]. In 2021 and 2022, DIN executed a study with the intention to align on product properties options for a petrol fuel containing ~20 % ethanol [4]. Furthermore, a CEN Technical Report (CEN/TR 16514) was prepared by TC/19 in 2013 "Automotive fuels – Unleaded petrol containing more than 3,7 % (m/m) oxygen – Roadmap, test methods and requirements for E10+ petrol". That report discusses the considerations required for the introduction of E20 petrol, covering the legislative, environmental, production and operation factors.