



Biofuels at the Pump

AHB ENERGY LITERACY INFOSHEET #4

Biofuels in the Pacific Northwest

Biofuels are made from recently living biomass, such as corn, wood waste, and used cooking oil. Liquid biofuels are typically in the form of ethanol or biodiesel.

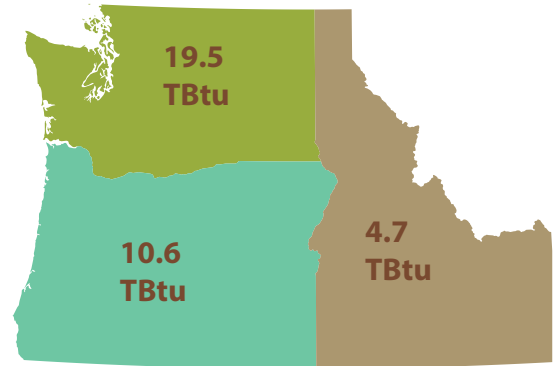
What can I put in my car, truck, or boat?

- Ethanol can be blended with gasoline (e.g. E10=10% ethanol, 90% petroleum gasoline)
- Most gasoline in the U.S. is blended with up to 10% ethanol (E10)
- Flex Fuel Vehicles can use as much as 85% ethanol (E85)
- Biodiesel can be blended with diesel (e.g. B85=85% biodiesel, 15% petroleum diesel)
- Most diesel in the U.S. is blended with up to 5% diesel (B5)
- Biodiesel blends over 5% can be used in diesel engines manufactured after 1996



The NREL and DOE recommend consulting the engine manufacturer before using blends higher than B20.

Energy Consumption of Ethanol by the Transportation Sector (2014)

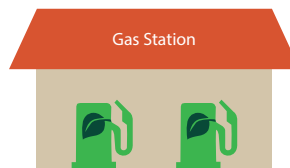


Trillion Btu (TBtu) is a unit of energy.

- U.S. transportation ethanol energy use: 1,092.8 TBtu
- PNW transportation ethanol energy use: 34.8 TBtu
- PNW accounts for 3.2% of U.S. ethanol energy use

Where can I find biofuels?

- Most of the PNW stations offering E85 and B20+ are located along the I-5 corridor
- www.afdc.energy.gov/locator/stations
 - 29 public B20+ stations
 - 11 public E85 stations
- <http://choosesq.com/getsequential/where-to-find/>
 - 67 stations offering biodiesel blends



MYTH: Biodiesel's shelf life is too short.

FACT: Both petroleum diesel and biodiesel can be stored for at least six months.

MYTH: E10 is bad for my vehicle's engine.

FACT: E10 is approved for all vehicles. However, higher blends may cause problems.

MYTH: Biodiesel is vegetable oil.

FACT: Vegetable oil can be made into biodiesel but is not the fuel itself.

Did you know?

Seattle's new water taxis run on locally produced biodiesel (B10).

Benefits of Biofuels

- Fewer net greenhouse gases
- Production could benefit rural economies
- Reduced reliance on foreign oil

hardwoodbiofuels.org

This project is supported by Agriculture and Food Research Initiative (AFRI) Competitive Grant no. 2011-68005-30407 from the USDA National Institute of Food and Agriculture (NIFA).



United States Department of Agriculture National Institute of Food and Agriculture