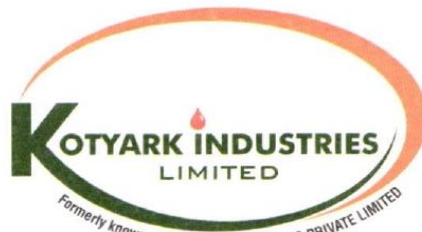




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Swaroopgunj, Dist. Sirohi, Rajasthan - 307023



E-mail : info@kotyark.com, kipl7722@gmail.com,
Website : www.kotyark.com

CIN : U24100GJ2016PLC094939 • GST : 08AAGCK3927K1Z7

Date: November 25, 2025.

To,
National Stock Exchange of India Limited
Exchange Plaza, C-1, Block-G,
Bandra Kurla Complex, Bandra (E),
Mumbai-400051

Sub: Update under Regulation 30 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015.

Ref: Kotyark Industries Limited (Symbol/ISIN: KOTYARK/INE0J0B01017)

Respected Sir/Ma'am,

In Continuation of our earlier disclosure dated September 23, 2025 and Pursuant to Regulation 30 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015, we wish to inform you that, Kotyark Industries Limited has received a Final Development Test Report issued on November 24, 2025 from the Automotive Research Association of India (ARAI), a premier automotive research institute operating under the Ministry of Heavy Industries, Government of India.

As informed in our previous disclosure, M/s. Kotyark Industries Limited had approached the Engine Development Laboratory of ARAI to conduct developmental trials involving B20 and B30 biodiesel blends. The objective was to evaluate the performance and emissions characteristics of these biodiesel blends in a higher capacity power generator set, ensuring compliance with the CPCB IV+ emission norms. On September 22, 2025, Kotyark Industries Limited has received draft test report which was the outcome of results of test done till September 22, 2025 while the Final report has been issued on **November 24, 2025**.

B30 biodiesel blend typically refers to a mix of 30% biodiesel (fatty acid methyl esters, FAME) and 70% blended with hydrocarbons, it usually means the biodiesel is mixed with hydrocarbons creating a fuel blend.

❖ **Key Points:**

- I. B30 Biodiesel Blend: -**
 - **Definition:** A mix of 30% biodiesel (FAME) and 70% hydrocarbons, creating a renewable and sustainable fuel blend.
 - **Composition:** 30% biodiesel + 70% hydrocarbons.
- II. Usage:** Suitable for most diesel engines, often used in transportation
- III. Benefits:** Reduces emissions, improves fuel sustainability

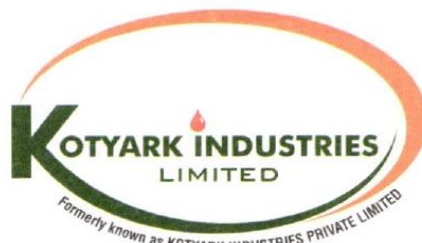
❖ **Key Benefits**

- I. Environmental**
 - Reduces greenhouse gas emissions and particulate matter.
 - Biodegradable and less toxic compared to pure petroleum diesel.



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II. Renewable Energy:

- Made from organic feedstocks like vegetable oils, animal fats, or waste oils, reducing dependence on fossil fuels.

III. Biodegradable:

- Environmentally friendly, less toxic than petroleum diesel

IV. Engine Performance:

- Enhances engine lubrication, potentially extending engine life.

❖ **Applications**

- I. Transportation:** For vehicles, trucks, and public transport like buses.
- II. Industrial Use:** Powers generators, pumps, and heavy machinery.
- III. Agriculture:** Used in farming machinery and equipment.

❖ **Production Process**

- I. Feedstocks:** Derived from vegetable oils, animal fats, or recycled cooking oils
- II. Process:** Transesterification chemically converts oils into biodiesel (FAME), which is blended with hydrocarbons.

❖ **Indian Context**

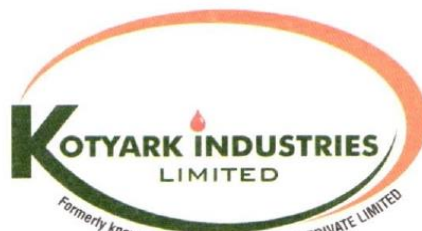
- I.** India is actively promoting biodiesel blends like B30 to reduce dependency on fossil fuel imports and lower emissions.
- II. Regulation:** The National Biodiesel Mission targets 5% biodiesel blending in hydrocarbons by 2030.
- III. Certification:** B30 biodiesel has been tested, approved, and certified by the Automotive Research Association of India (ARAI), ensuring its safety and performance standards.

Table attached here below summarizes the 5-Mode emissions results for commercial Diesel, B20 biodiesel and B30 biodiesel. It may be noted that the results for all tested fuels are well within the prescribed CPCB IV+ norms. The results are pre-durability emission results shown in **Annexure 1**, Post durability results shown in **Annexure 2** and outcome summary of Pre and Post Durability shown in **Annexure 3**.



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Annexure 1

CPCB IV+ Emission Results (Pre-durability Results)

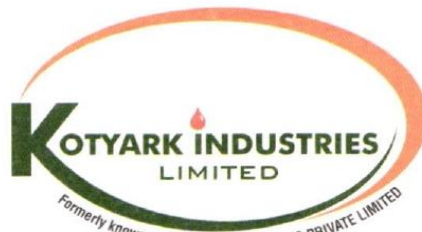
Emissions	NOx (g/kWh)	HC (g/kWh)	NOx + HC (g/kWh)	CO (g/kWh)	PM (g/kWh)	Smoke m⁻¹	NH3 ppm	CO2 (g/kWh)
Legislative Limit	0.40	0.19	-	3.50	0.02	0.70	10.00	-
Limit with DF	0.35	0.15	-	2.69	0.02	0.70	10.00	-
Diesel Test I	0.13116	0.0018	0.1334	0	0.0088	0.005	0.57	749.3
Diesel Test II	0.1375	0.007	0.1382	0	0.0096	0.03	0.14	735.5
Diesel Test Avg.	0.13433	0.0044	0.1358	0	0.0092	0.0175	0.355	742.4
B20 Biodiesel Test I	0.0899	0.0013	0.0912	0	0.008	0.01	0.64	730.5
B20 Biodiesel Test II	0.0957	0.0011	0.0968	0	0.006	0	1.13	726.6
B20 Biodiesel Test Avg.	0.0928	0.0012	0.094	0	0.007	0.005	0.885	728.55
B30 Biodiesel Test I	0.0903	0.0011	0.0914	0	0.0054	0.015	0.31	727.4
B30 Biodiesel Test II	0.0964	0.001	0.0974	0	0.0056	0.003	0.35	727.3
B30 Biodiesel Test Avg.	0.09335	0.00105	0.0944	0	0.0055	0.009	0.33	727.35

The Table above summarize the emission results with commercial diesel, B20 Biodiesel and B30 Biodiesel. The emissions for all the three fuel are well within the CPCB IV+ limit.



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Annexure 2

CPCB IV+ Emission Results (Post-durability Results)

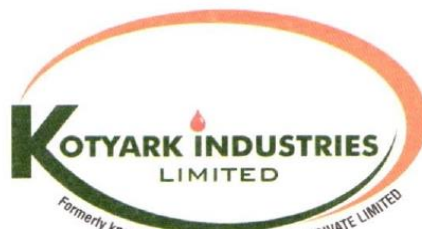
Emissions	NO_x (g/kWh)	HC (g/kWh)	NO_x + HC (g/kWh)	CO (g/kWh)	PM (g/kWh)	Smoke m⁻¹	NH₃ ppm	CO₂ (g/kWh)
Legislative Limit	0.40	0.19	-	3.50	0.02	0.70	10.00	-
Limit with DF	0.35	0.15	-	2.69	0.02	0.70	10.00	-
Diesel Test I	0.1498	0.0009	0.1507	0.0000	0.0098	0.0150	0.0000	724.00
Diesel Test II	0.1136	0.0000	0.1069	0.0000	0.0097	0.0000	0.0000	726.10
Diesel Test Avg.	0.1317	0.00045	0.1288	0	0.00975	0.0075	0	725.05
B20 Biodiesel Test I	0.1266	0.001	0.1276	0.0000	0.0083	0.0000	0.0400	732.20
B20 Biodiesel Test II	0.1278	0.0014	0.1292	0.0000	0.0083	0.0110	0.0000	729.90
B20 Biodiesel Test Avg.	0.1272	0.0012	0.1284	0	0.0083	0.0055	0.02	731.05
B30 Biodiesel Test I	0.1395	0.0009	0.1404	0.0000	0.0119	0.0070	0.0000	731.00
B30 Biodiesel Test II	0.1449	0.0008	0.1457	0.0000	0.0074	0.009	0.0000	734.30
B30 Biodiesel Test Avg.	0.1422	0.00085	0.14305	0	0.00965	0.008	0	732.65

The Table above summarize the emission results with commercial diesel, B20 Biodiesel and B30 Biodiesel. The emissions for all the three fuel are well within the CPCB IV+ limit.



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Annexure 3

Pre and Post Durability Emission Outcome Summary Sheet

Emissions	NOx (g/kWh)	HC (g/kWh)	CO (g/kWh)	PM (g/kWh)	Smoke m⁻¹	NH3 ppm	CO2 (g/kWh)
Legislative Limit	0.40	0.19	3.50	0.02	0.70	10.00	-
Limit with DF	0.35	0.15	2.69	0.02	0.70	10.00	-
Pre-Durability Trial with Commercial Diesel	0.13433	0.0044	0	0.0092	0.0175	0.355	742.4
Pre-Durability Trial with B20 Biodiesel	0.0928	0.0012	0	0.007	0.005	0.885	728.55
Pre-Durability Trial with B30 Biodiesel	0.09335	0.00105	0	0.0055	0.009	0.33	727.35
Post-Durability Trial with Commercial Diesel	0.1317	0.00045	0	0.00975	0.0075	0	725.05
Post-Durability Trial with B20 Biodiesel	0.1272	0.0012	0	0.0083	0.0055	0.02	731.05
Post-Durability Trial with B30 Biodiesel	0.1422	0.00085	0	0.00965	0.008	0	732.65

The Table above summarize the emission results with commercial diesel, B20 Biodiesel and B30 Biodiesel. The emissions recorded pre and post durability trial is at par and no major deviation is observed with the commercial diesel, B20 Biodiesel and B30 biodiesel fuel.

Conclusion

This report from ARAI indicates that **Biodiesel blends (especially B30)** offer a cleaner and sustainable alternative to pure diesel, while maintaining acceptable performance and durability.

These findings support Kotyark Industries strategic focus on **green energy solutions** and reinforce our commitment towards supporting India's biofuel mission and promoting sustainable and eco-friendly fuel alternatives.

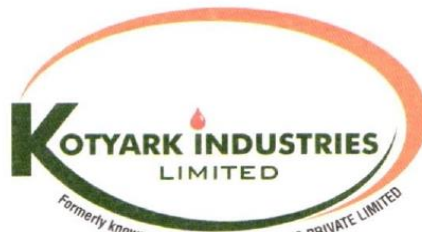
About ARAI

ARAI, or the Automotive Research Association of India, is a leading automotive R&D organization in India. It operates under the Ministry of Heavy Industries and Public Enterprises and plays a crucial role in ensuring the safety, quality, and environmental compliance of vehicles and fuels in India.



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❖ **Key Functions of ARAI:**

I. Testing and Certification:

- Certifies vehicles, components, and fuels (like biodiesel blends such as B30) for compliance with Indian and international standards.
- Ensures emissions, safety, and performance regulations are met.

II. Research and Development:

- Develops advanced technologies for the automotive sector, focusing on fuel efficiency, alternative fuels (e.g., biodiesel, EVs), and pollution control.

III. Standards and Regulations:

- Works on framing and implementing automotive standards such as Bharat Stage (BS) emission norms.

IV. Alternative Fuels:

- Actively promotes and tests renewable fuels like biodiesel, ethanol, and hydrogen for sustainable energy solutions.

V. Training and Skill Development:

- Provides training programs for engineers and technicians in automotive technologies.

❖ **Role in Biodiesel Certification:**

- ARAI tests biodiesel blends (e.g., B30) for compliance with emission, performance, and material compatibility standards.
- Ensures that biodiesel is safe for use in engines without compromising efficiency or causing damage.

You are requested to kindly note the same.

For, **Kotyark Industries Limited**

Bhavesh Nagar
Company Secretary and Compliance Officer
Mem. No. A62546

Place: Vadodara