



## **MAN Engines sets new standards in the CARB-CHC emission standard for commercial harbour craft**

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- **Remarkable market references after a short time**
- **Numerous projects in the pipeline**
- **Expansion of power range**

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With the introduction of California Air Resources Board (CARB) Commercial Harbour Craft (CHC) regulation, the maritime industry in California has committed itself to a new era of sustainability. MAN Engines has been a pioneer in this field since the beginning of 2024: The company is the first engine manufacturer to offer certified V12 engines for heavy- and medium-duty applications that meet the demanding emission requirements fulfilling the "In Use Performance Standard" – the highest level of the CHC regulation.

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The updated CARB CHC Regulation, which went into effect in early 2023, requires CHC vessels to drastically reduce pollutants. Only engines that are equipped and certified with diesel particulate filter (DPF) and selective catalytic reduction (SCR) systems from the factory receive the coveted approval. MAN Engines relies on a fully integrated exhaust gas aftertreatment system that perfectly coordinates the engine, DPF and SCR, thus guaranteeing maximum efficiency and reliability. "Our customers receive a system completely from a single source. That's why the engine, diesel particulate filter and SCR system are perfectly matched to each other," emphasizes Werner Kübler, Head of Engineering at MAN Engines.

The engines that meet these strict emission requirements are based on the proven EPA Tier 4 engines from MAN Engines' current portfolio. Four performance variants of the twelve-cylinder MAN D2862 are available immediately for the CARB CHC In-Use Performance Standard:

- **D2862 LE44A** with 735 kW (1,000 hp) for heavy-duty applications

MAN Truck & Bus is one of Europe's leading commercial vehicle manufacturers and providers of transport solutions with an annual sales revenue of around 13.7 billion euros (2024). The company's product portfolio includes trucks and buses/coaches with diesel and zero-emission drives, vans, diesel and gas engines along with services related to passenger and cargo transport. MAN Truck & Bus is a company of TRATON GROUP and employs approx. 33,000 people worldwide.



- **D2862 LE43B** with 882 kW (1,200 hp) for medium-duty applications
- **D2862 LE48B** with 1,066 kW (1,450 hp) for medium-duty applications
- Since the beginning of 2026, MAN Engines expanded its portfolio with the new MAN **D3872 LE437** with 919 kW (1,250 hp) for heavy-duty applications.

With a displacement of 30 litres, a heavy-duty rating and the same modular, compact DPF+SCR exhaust gas aftertreatment system, MAN Engines opens with the MAN D3872 new possibilities for demanding maritime applications and once again sets standards in terms of sustainability and performance.

Particularly impressive is the extremely low particulate matter (PM) of only 0.0067 g/kWh for the CARB CHC In-Use Performance Standard – a value that is far below the limits of other international standards. The nitrogen oxide (NOx) value remain equally low at 1.8 g/kWh for all variants. MAN Engines is thus setting new standards for sustainable drives and underlining its market leadership in the field of low-emission marine engines.

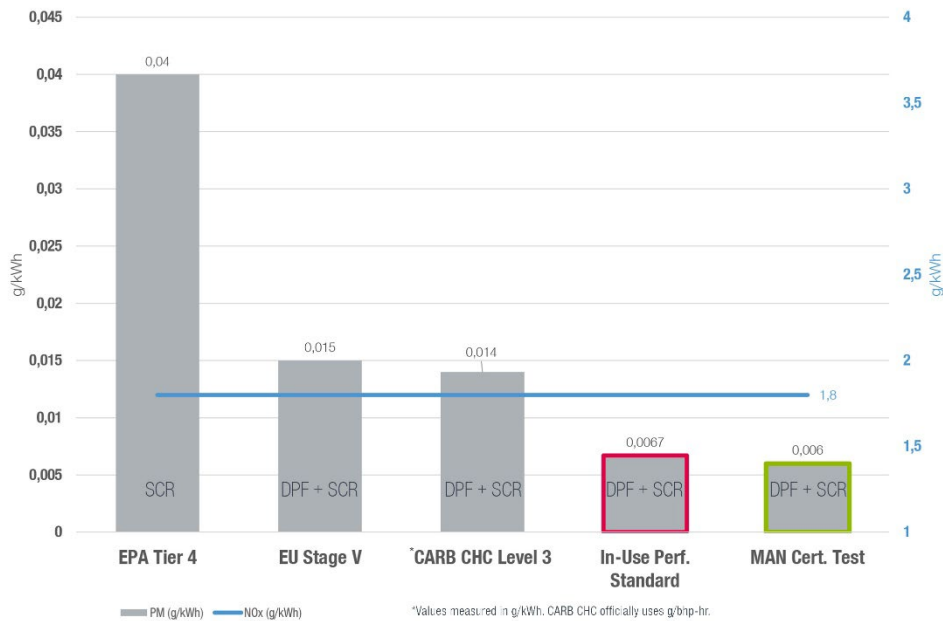
The innovative strength of MAN Engines is also reflected in the rapid market penetration of the sought-after engines: after only a short time, several reference projects are successfully in operation. The US ferries "KARL" and "ZALOPHUS" (both with quad MAN D2862 LE48B, each 1,066 kW/1,450 hp), built by Mavrik Marine for the San Francisco Bay Area, meet CARB CHC standards and are considered pioneers for sustainable ferry operation in the USA. The research vessel "NORTH WIND", built by All American Marine for California Polytechnic University, Humboldt is also equipped with MAN engines (with twin D2862 LE43B, each 882 kW/1,200 hp) and is already in operation. Another highlight is the passenger ship for Harbor Breeze Cruises, "EL ESCUDO", which will also be equipped with MAN technology (with twin MAN D2862 LE43B, each 882 kW/1,200 hp) as a whale watching and dinner cruise vessel and is soon to be commissioned.

"With these innovations and successes, MAN Engines is impressively demonstrating that technological advances and sustainable solutions can go hand in hand – and how quickly forward-looking technologies are establishing themselves on the market," says Reiner Roessner, Head of Sales at MAN Engines.



Bailey Shewchuk, CEO of Mavrik Marine, emphasizes the importance of the collaboration: "The integration of MAN Engines' complete system into our ships sets new standards in terms of efficiency. The integration of the exhaust gas aftertreatment system from a single source provides advantages both in the implementation and in the ongoing operation of the engines, which is particularly smooth and economical overall."

MAN Engines' know-how in the field of exhaust gas aftertreatment systems is the result of decades of experience – both with SCR-only solutions and in combination with diesel particulate filters. Thousands of company-owned trucks and buses, as well as numerous applications in agricultural machinery and workboats, already meet the latest global emission standards such as EURO 6d, EU Stage V, US EPA/CARB Tier 4, China 2 or IMO Tier III. According to CARB, the revised CHC regulation will lead to an 89 percent reduction in diesel soot particles and a 52 percent reduction in nitrogen oxides by 2035. The scheme covers a wide range of vessel types, including ferries, research vessels, pleasure boats and commercial fishing vessels.



*Emission comparison: The chart illustrates the significantly reduced particulate matter (PM) emissions of MAN engines certified to the CARB CHC In-Use Performance Standard, achieving only 0.0067 g/kWh, well below the limits of international regulations such as EPA Tier 4 and EU Stage V. At the same time, NOx emissions remain consistently low at 1.8 g/kWh across all CARB-CHC-certified MAN variants, highlighting the efficiency of the integrated DPF+SCR aftertreatment system.*



*The US ferry ZALOPHUS, powered by four MAN D2862 LE48B (4.264 kW/5,800 hp) engines from MAN Engines' broad CARB-CHC-verified portfolio, sets new standards for sustainable ferry operations in the San Francisco Bay Area.*