# Proposals of Amendments to Inf.doc.GRB-64-08 "GRB subjects for the future"

<table>
<thead>
<tr>
<th>No.</th>
<th>Existing regulation (R, T), New regulation (GTR, LR, RE3, SR1)</th>
<th>Explorations</th>
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<td>FAM &quot;in-use&quot;</td>
<td></td>
<td>A</td>
<td>Review of R9 and R63 limit values not a priority for Japan.</td>
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<td>1.2</td>
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<td>Japan, EC</td>
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<td>A</td>
<td>Review of R9 and R63 limit values not a priority for Japan.</td>
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## Proposal of Amendments

- **Revert to the version of Inf.doc.GRB-62-08-Rev.2 because of the difference of starting time for R9, R63, R92 and for R41-04.**

## Inf.doc.GRB-64-08: Reflecting the results of the informal meeting (Brussels, 4 and 5 July 2016)

- **Review of R9 and R63 limit values not a priority for Japan.**
- **EC foresaw a strengthening of limit values for category L as outlined in the EU regulation.**
- **IMMA and some CP’s consider such exercise not useful until-in-use compliance problems are solved. Strengthening of type approval limit values would not solve concerns of citizens, which is caused by aftermarket (e.g. illegal or tampered mufflers); it would even give a negative effect (e.g. more riders will replace/tamper their original muffler).**
- **EC comment: EU type-approval legislation concerns new vehicles and therefore includes sound level limits for such vehicles, as decided through the co-decision process.**

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