



A U.S. plan to require all cars and light trucks be equipped with rearview cameras wasn't issued despite the recent deadline, and may be delayed until after November's Presidential election—this according to American regulators. A 2008 law signed by then-President George W. Bush mandated the NHTSA to issue the requirement by the end of 2011. It's now being pushed back a second time by Transportation Secretary Ray LaHood and will be issued by Dec. 31, the department says.

The proposed rule, estimated to cost \$2.7bn, was listed as one of the five most expensive pending U.S. regulations. Requiring backup cameras will add \$58 to \$203 to the cost of a vehicle, depending on the model and whether it already has a video screen, according to NHTSA. The rule may save about 146 lives a year by improving drivers' rearward view, NHTSA estimated in 2010 when it issued a proposed rule. While the law doesn't explicitly require a rearview camera, no other technology currently meets the standard.

The rule will benefit Gentex, a maker of rearview mirrors that include camera displays, David Leiker, a Robert W. Baird & Co. analyst, said in a Dec. 28 report. Gentex, based in Zeeland, Michigan, may have revenue growth of as much as 20% on shipment growth of as much as 14% spanning three to four years, Leiker said in the report.

The Alliance of Automobile Manufacturers, whose members include GM and Toyota, criticised the proposal issued in December 2010, saying a single standard doesn't make sense because bigger models have larger blind spots.

Backup cameras are standard on 45% of 2012-model vehicles sold in the U.S., according to data compiled by Edmunds.com.