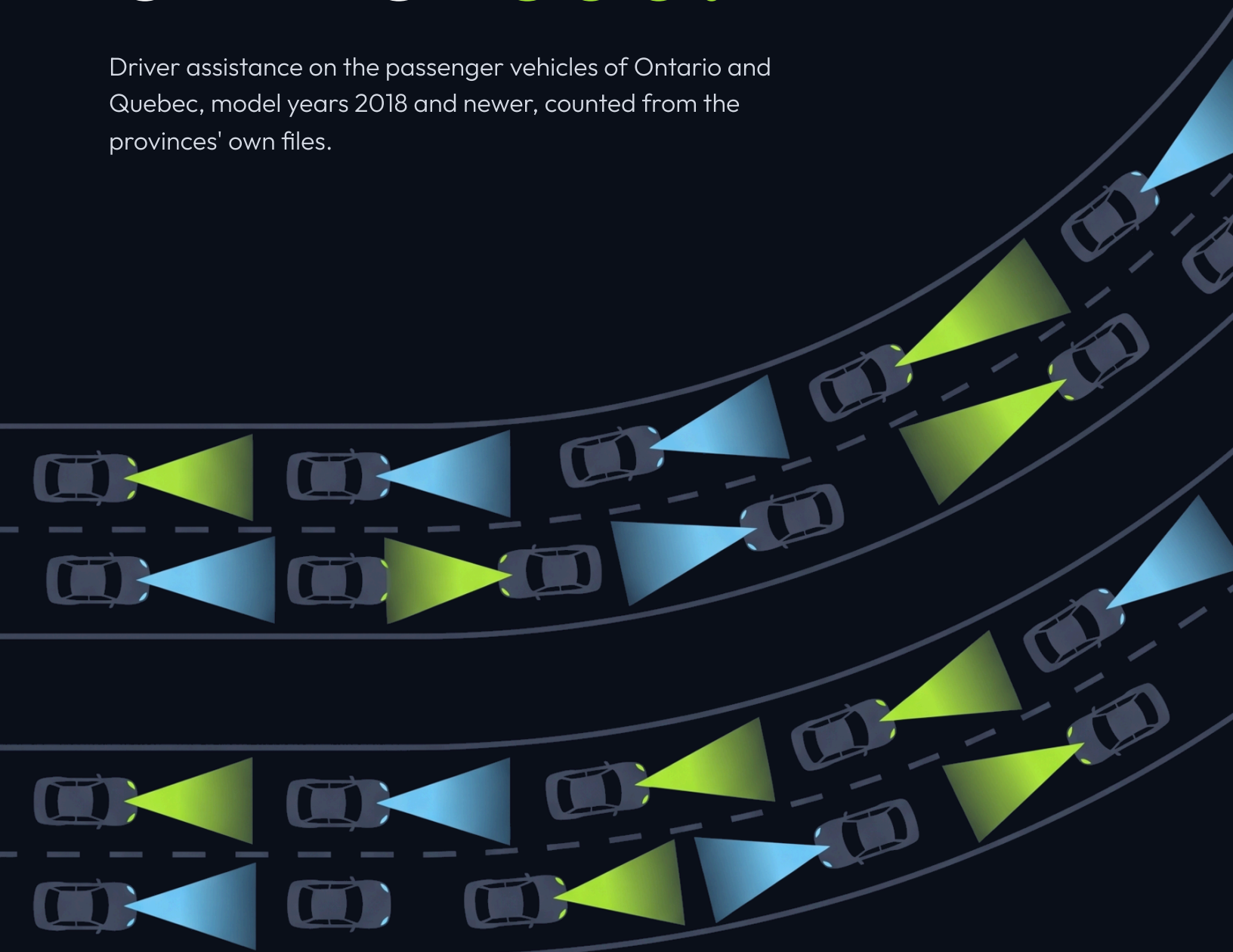




Cardog · The driver-assistance census

What is on the **road.**

Driver assistance on the passenger vehicles of Ontario and Quebec, model years 2018 and newer, counted from the provinces' own files.



The cars Canadians drive changed faster than anyone counted.

Sales figures say what is new. Nobody in Canada publishes what is on the road: which of the cars already driven, insured and inspected carry the systems that warn and brake. This census counts them.

We took Ontario's 2025 vehicle population file and Quebec's 2022 vehicles-in-circulation file, read each make and model code, and joined every model year to two public records of its equipment: what the maker lists, and what the US regulator credits. In Ontario that covers 3,485,623 of 3,917,347 passenger vehicles of model year 2018 or newer (89.0%).

75%

of matched Ontario vehicles come from models whose maker lists automatic emergency braking as standard.

2,620,857 of 3,485,623 vehicles

25% to 98%

The same share, from model year 2018 to model year 2025. Most of the change came in two model years.

Ontario, by model year

24_{pts}

between what makers list and what NHTSA credits for automatic braking. On lane departure warning the two records agree within two points.

75% listed · 51% credited

37%

for blind spot monitoring, the one system of the four that is still mostly an option: 6% of 2018 vehicles, 62% of 2025.

Maker lists it standard

READ THIS FIRST

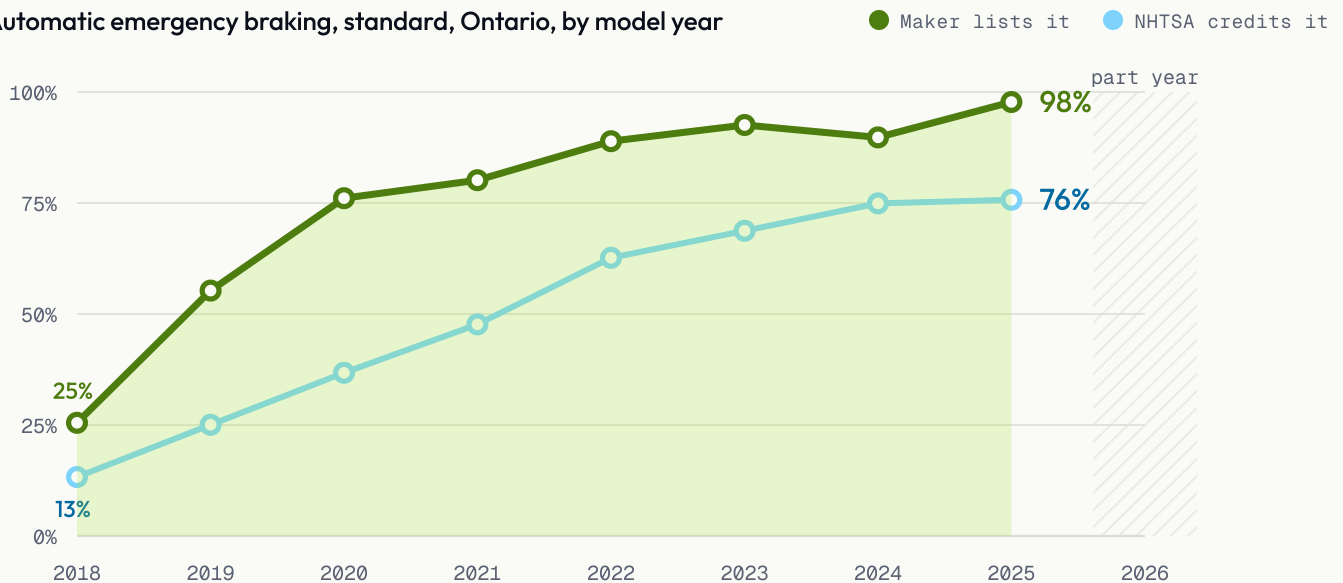
- **US-market configurations, at model level.** Equipment comes from published US records for each model and year. Canadian trims can differ; they come next.
- **Two provinces, two years.** Ontario's file is from 2025 and Quebec's from 2022. Each is read on its own and never set against the other.
- **Vehicles, not drivers.** Every share is a share of registered vehicles, not of kilometres driven or of people.

Automatic braking went from one car in four to **nearly all**.

Of the Ontario vehicles built for model year 2018, 25% came from models whose maker lists automatic emergency braking as standard on every configuration. By model year 2025 the share was 98%. Most of that change came in model years 2019 and 2020, as makers delivered on a voluntary US commitment by twenty of them, announced in 2016, to fit the system as standard on nearly all light vehicles by September 2022.

The credited line rises later and stays lower: 13% in 2018, 76% in 2025. Neither line is wrong. They answer different questions, and page five explains how. For the fleet on the road today, the important fact is the slope: every year of new vehicles replaces older ones that mostly lacked the system.

Automatic emergency braking, standard, Ontario, by model year



All four systems, maker lists standard, % of vehicles in each model year

	2018	2019	2020	2021	2022	2023	2024	2025	2026
Automatic emergency braking	25	55	76	80	89	93	90	98	79
Forward collision warning	30	52	77	83	89	93	90	98	79
Lane departure warning	16	39	66	75	80	89	94	97	79
Blind spot monitoring	6	11	25	34	36	53	59	62	58

Ontario 2025 vehicle population, passenger vehicles fit and active, matched to an equipment record (3,485,623). Model year 2026 is a part year in a 2025 file (90,049 vehicles) and is shaded.

Three systems warn the driver. One acts.

Each is counted from the same published record, model by model and year by year, across the 3,485,623 matched Ontario vehicles.



Forward collision warning

Watches the road ahead and warns the driver when the gap to the vehicle in front closes too fast.

76% maker lists it standard **63%** NHTSA credits it



Automatic emergency braking

Brakes on its own when a collision ahead is imminent and the driver has not responded.

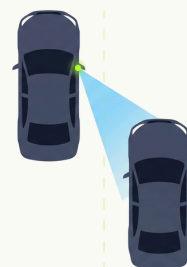
75% maker lists it standard **51%** NHTSA credits it



Lane departure warning

Warns when the vehicle drifts across a lane line without a turn signal.

69% maker lists it standard **67%** NHTSA credits it



Blind spot monitoring

Lights a signal in the mirror when a vehicle sits in the zone the driver cannot see.

37% maker lists it standard **36%** NHTSA credits it



■ Standard on every configuration
 ■ Optional, or varies by trim
 ■ Not offered
 ■ Not published

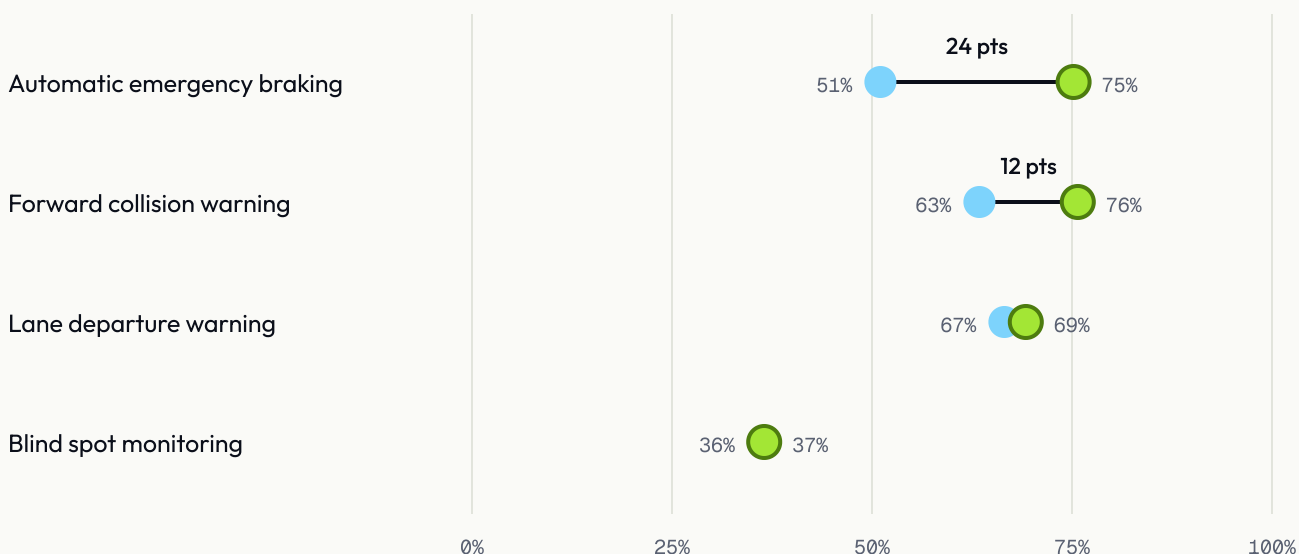
Every feature has two answers. We publish both.

For each model and year, two public records describe the same equipment. The maker lists what it fits: standard, optional, or not offered. The US regulator, NHTSA, credits a system only when it meets the agency's own performance criteria for that model year.

The records agree closely on lane departure warning (69% listed, 67% credited) and on blind spot monitoring. They part on braking: 75% listed against 51% credited, a gap of 24 points across 3,485,623 vehicles. Warning systems sit 76% listed, 63% credited.

Standard on every configuration, Ontario, model years 2018 and newer

● NHTSA credits it ● Maker lists it



A car can carry automatic braking and still **not be credited** with it.

The gap is not an error in either record. It is the distance between fitting a system and having it meet a test, and it is itself information.

TO ASK WHAT IS FITTED

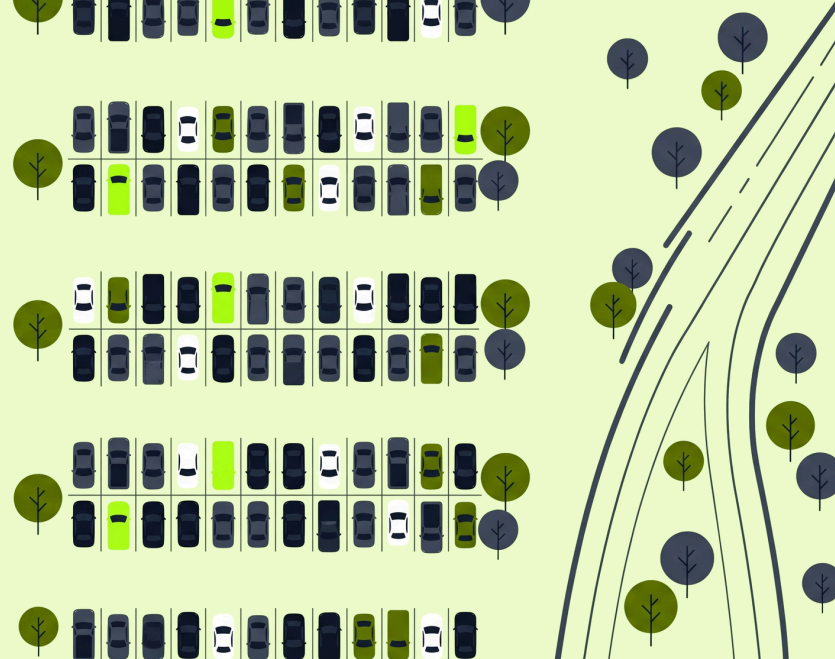
Use what the maker lists. It is the closer count of the equipment on the vehicle.

TO ASK WHAT HAS MET A TEST

Use what NHTSA credits. It is the stricter count, and it moves later.

3,917,347

passenger vehicles of model year 2018
or newer, fit and active on Ontario
roads in 2025.

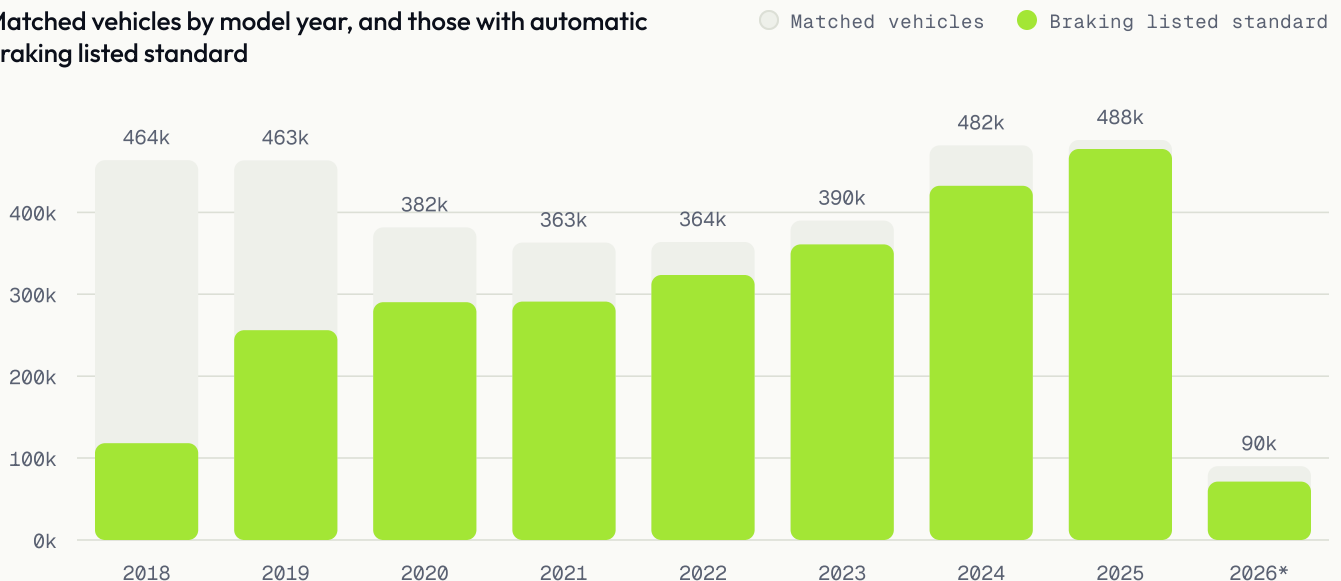


Counted from Ontario's own file.

Ontario publishes its vehicle population every year: counts by make code, model code and model year for every vehicle on the road. It publishes no key to its three-character model codes, so we built one: 397 make and model pairs with at least 1,000 vehicles each, covering 95.1% of the fleet above, each checked by a second pass that tried to prove the match wrong.

After leaving out the pairs that pass disputed and the codes that name no single model, **3,485,623** vehicles join to an equipment record: 89.0% of the fleet. The other 431,724 (11.0%) sit in small, disputed or unnamed codes. They are left out, not guessed.

Matched vehicles by model year, and those with automatic braking listed standard



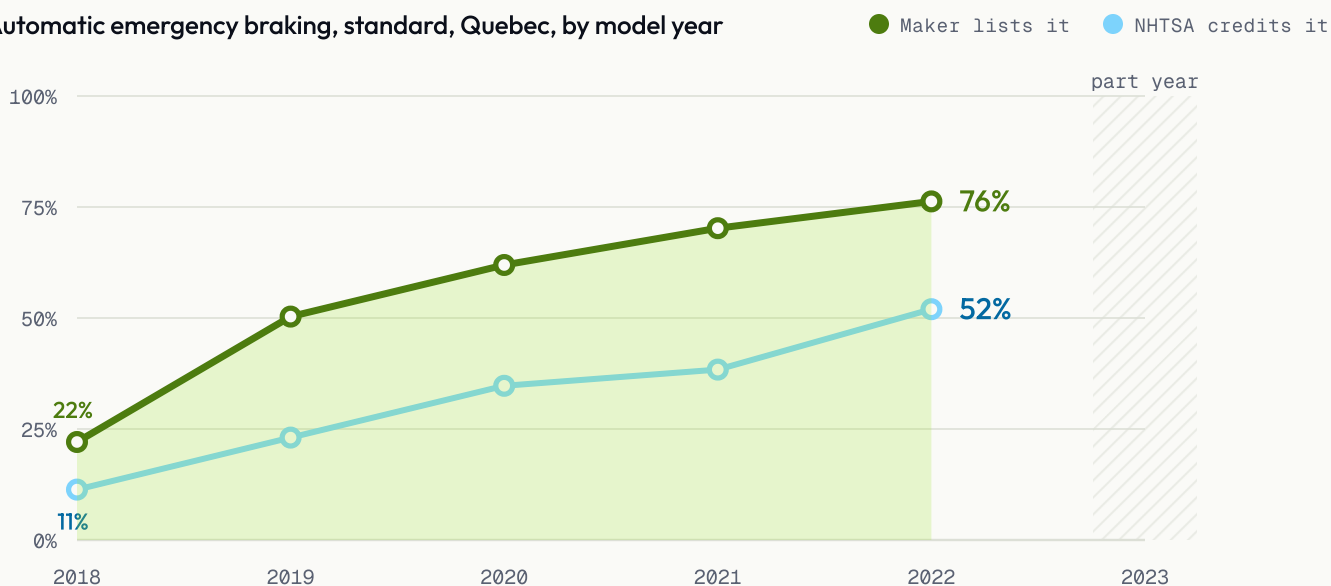
* Model year 2026 is a part year in a 2025 file. The newest full model years are also the largest: 488,340 vehicles of model year 2025, against 463,663 of 2018.

Quebec, read on its own.

The Société de l'assurance automobile du Québec publishes vehicles in circulation by make, model and model year. The file we read is from 2022, three years older than Ontario's, so the two are not compared here. SAAQ shortens names to five characters and sometimes counts a model family as one entry; those entries take the family's base model.

1,798,490 of 1,827,192 automobiles and light trucks of model year 2018 or newer join to an equipment record (98.4%), across 348 models. Of those, 56% come from models whose maker lists automatic emergency braking as standard; NHTSA credits 32%. Within the file, the maker-listed share rises from 22% of 2018 vehicles to 76% of 2022.

Automatic emergency braking, standard, Quebec, by model year



All four systems, maker lists standard, % of vehicles in each model year

	2018	2019	2020	2021	2022	2023
Automatic emergency braking	22	50	62	70	76	84
Forward collision warning	25	48	62	72	77	84
Lane departure warning	15	30	57	62	71	82
Blind spot monitoring	5	11	23	28	31	45

SAAQ vehicles in circulation, 2022: automobiles and light trucks, personal and institutional use, matched to an equipment record (1,798,490). Model year 2023 is a part year in a 2022 file (63,245 vehicles, shaded); model year 2024 (2 vehicles) is left off the charts.

Five steps, the same every year.

01	The fleet	Ontario Ministry of Transportation vehicle population, 2025: passenger class, fit and active, model years 2018 and newer (3,917,347). SAAQ vehicles in circulation, 2022: automobiles and light trucks in personal and institutional use, model years 2018 and newer (1,827,192).
02	The model codes	Ontario publishes no key to its model codes. We resolved its 397 largest make and model pairs to named models, checked each with a second, adversarial pass, applied its corrections and left out what it disputed. Quebec's names, shortened to five characters, were resolved the same way, with family entries mapped to the base model.
03	The equipment	For each model and model year, NHTSA's published New Car Assessment Program equipment: the column the maker reports, and NHTSA's own determination. A model counts as standard only when every rated configuration lists the system as standard; any mix counts as optional or varies.
04	Names	About a dozen Canadian model names are mapped to their US equivalents, such as Qashqai to Rogue Sport and RVR to Outlander Sport (24 of 1,782 Ontario rows).
05	Shares	Every share is of matched vehicles in one province's file and one model year. The full-fleet count is printed beside it, so the share can always be read against the whole.

LIMITS

- Equipment describes the US-market configuration of each model, not the Canadian trim. A Canadian base trim can differ.
- The census is kept at model level. It does not say what any one vehicle carries.
- Backup cameras are left out: required on new vehicles since May 2018, and not published in the source for 99.6% of matched Ontario vehicles.
- It counts vehicles, not kilometres driven or the people in them.
- Ontario (2025) and Quebec (2022) are different snapshots and are not compared.

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Next, the Canadian trim.

Makers publish their Canadian specifications trim by trim. We have collected 1,094 of those documents from 13 maker groups and are reading them into the same record, so that each model year carries the equipment of the trims actually sold here, not their US cousins.

The census will be refreshed each time a province publishes its file, and counted the same way every year. A change in the fleet will show up as a change in the number, never as a change in the method.

INSURERS

Equipment by make, model and model year across a book of vehicles.

SAFETY PROGRAMS

How fast each system is reaching the fleet, with the method attached.

MAKERS

Their own vehicles on Canadian roads, in both records.

One count of what is on the road, kept the same way every year.



Cardog · cardog.app/census

