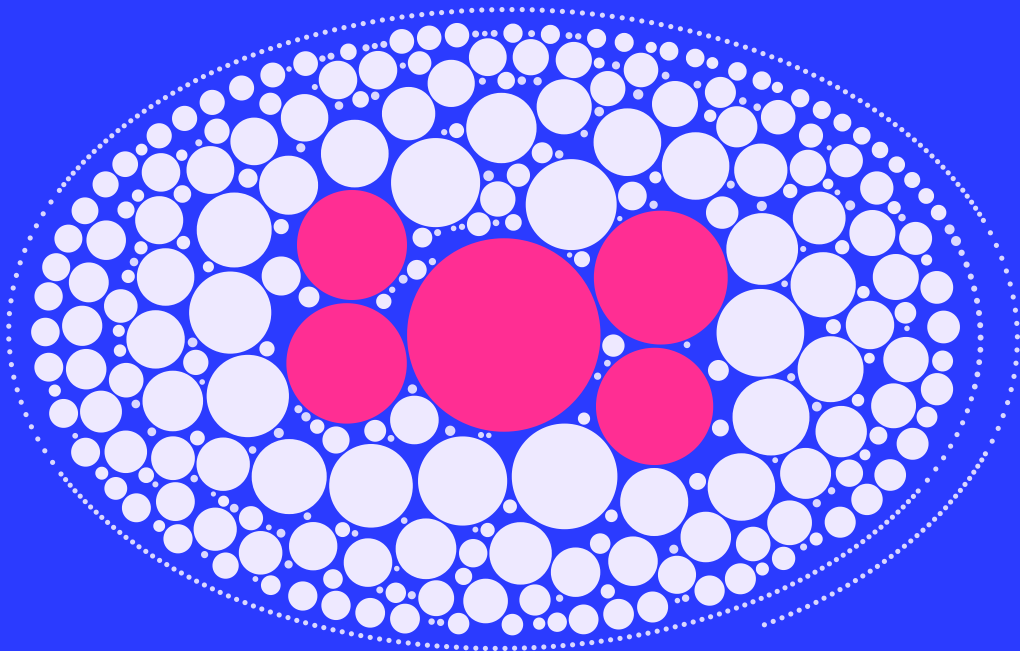


Most recalls are small.

Ten years of Canada's vehicle recall record, counted campaign by campaign, from Transport Canada's own open file.

Every Transport Canada recall campaign of 2025, one dot each, its area the number of vehicles it names in Canada.

- 100,000 or more.



Half of Canada's recall campaigns name **220 vehicles** or fewer.

Recalls reach the news when they are large. The record is mostly small ones. We counted every campaign in Transport Canada's recall database from 2016 to 2025: 6,325 campaigns, naming 51.4 million vehicle units in Canada.

220

vehicles named by the median campaign, the middle of the decade's record.

of 6,325 campaigns · 2016-2025

40%

of campaigns name fewer than 100 vehicles. Together they hold 0.1% of the units.

2,536 of 6,325 campaigns

107

campaigns name 100,000 vehicles or more: 1.7% of campaigns, 47% of the units.

of 6,325 campaigns · 51.4 million units

25%

of campaigns on cars, SUVs, pickups and vans also name fewer than 100.

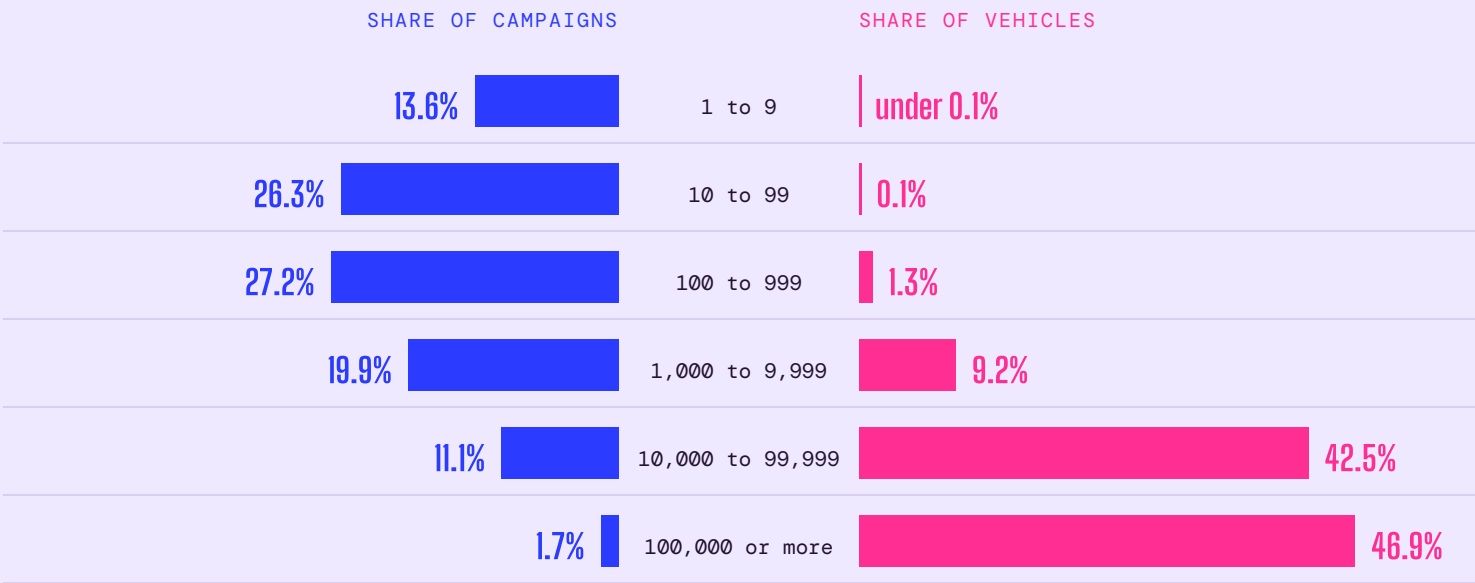
764 of 3,078 campaigns

READ IT THIS WAY

- 1 A campaign is one Transport Canada recall number. Its units are the vehicles, seats or tires the authority records as affected in Canada, as the maker filed them. A vehicle named by two campaigns counts in both.
- 2 Recalls are listed for a model and a model year. Whether one applies to a given vehicle is for its maker to confirm, by VIN.
- 3 Every count is Transport Canada's. US figures appear on page 09, labelled NHTSA, and are never added to them.

Two thirds of campaigns hold 1.4% of the vehicles.

Sort the decade's 6,325 campaigns by how many vehicles each names. The short campaigns are most of the record; the long ones are most of the vehicles.



vehicles named by the campaign, in Canada

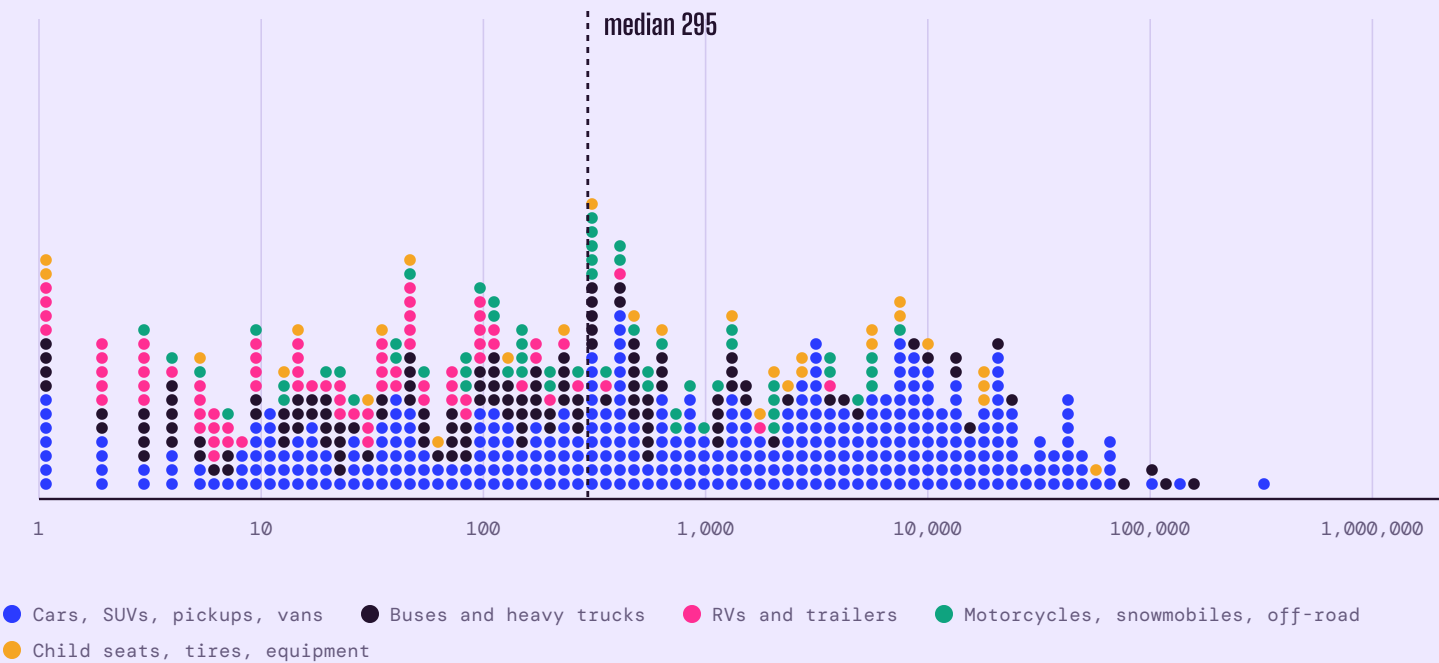
67% of campaigns name fewer than 1,000 vehicles, and between them they hold 1.4% of the units. The largest tenth of campaigns holds 85%. The two ends of that curve are filed the same way, under the same kind of number, in the same database.

That is why a count of recalls and a count of recalled vehicles tell different stories. A year with many campaigns can name fewer vehicles than a year with a few very large ones. 13 of the decade's campaigns record no count at all and sit outside the bands.

Transport Canada, Motor Vehicle Safety Recalls Database, campaigns dated 2016 to 2025, file read 26 October 2026. Shares of 6,325 campaigns and of 51.4 million units.

653 campaigns in 2025. 5 named 100,000 vehicles or more.

One dot per campaign, placed by the number of vehicles it names in Canada. Each step on the axis is ten times the last.



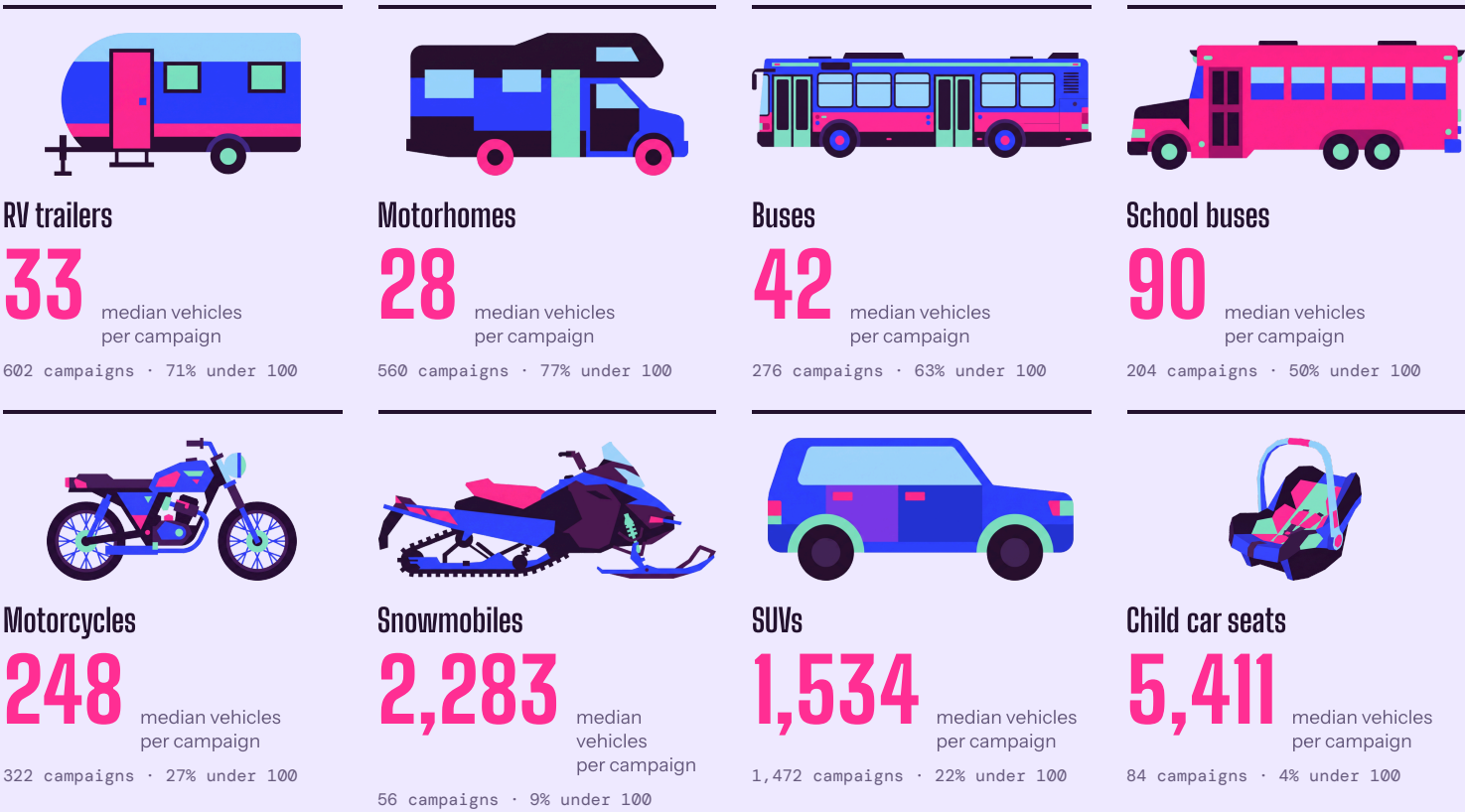
The middle campaign of 2025 named 295 vehicles. 82 named fewer than ten, 51 of them RVs, trailers, buses or heavy trucks. The largest named 332,486.

Cars, SUVs, pickups and vans account for 55% of the year's campaigns, 82% of those naming 10,000 vehicles or more, and 37% of those naming fewer than 100. The short end is shared with everything else on the road.

Transport Canada, campaigns dated 2025, 653 campaigns naming 3.7 million units; vehicle class as Transport Canada records it. File read 26 October 2026.

The short lists are RVs, buses and trailers.

The median campaign on an RV trailer named 33 vehicles; on a motorhome, 28; on a bus, 42. On an SUV it named 1,534. Many are built in short runs, and a defect on one reaches a short list.

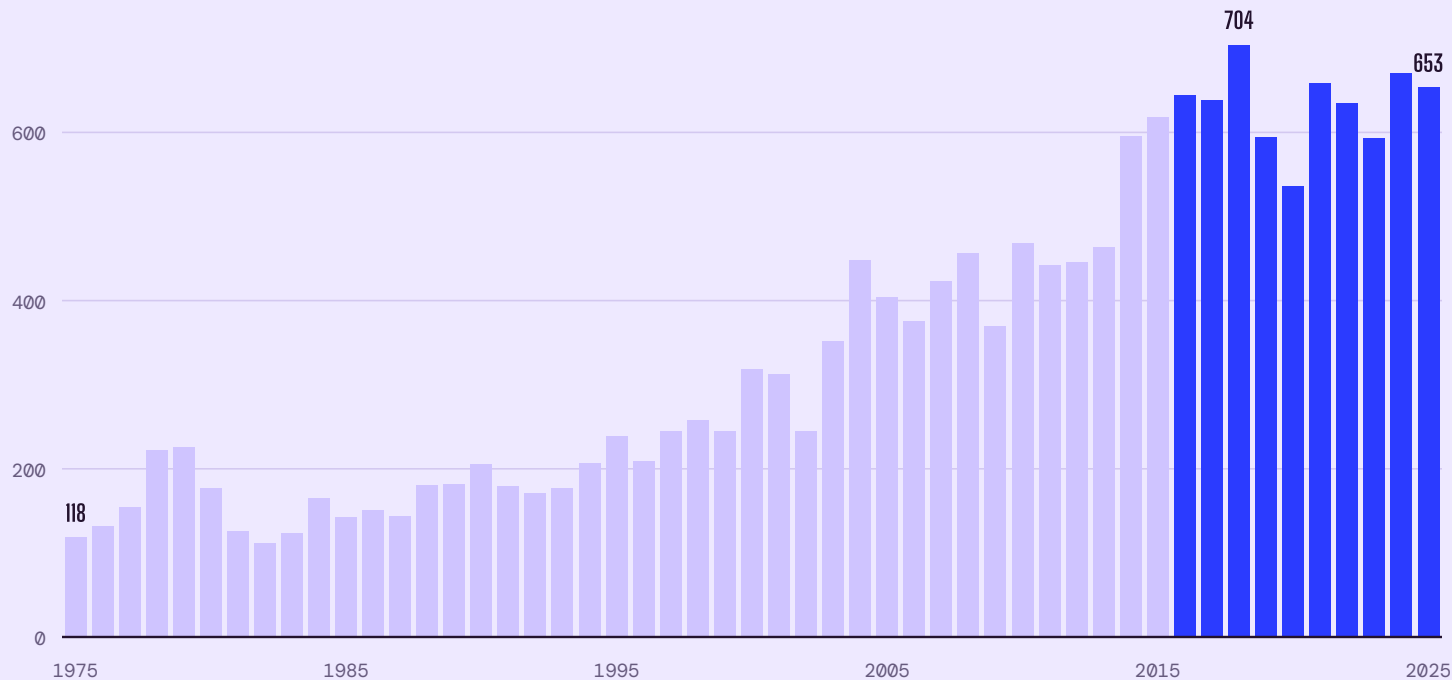


Child car seats run the other way: the median seat campaign named 5,411 seats. In every class, size on the record is a count of units, not a measure of how serious the defect is.

Transport Canada, campaigns dated 2016 to 2025, by the vehicle class Transport Canada records for each campaign. Illustrations are generic and show no maker's design.

From 118 campaigns in 1975 to 653 in 2025.

Transport Canada's database reaches back to 1975. The number of campaigns a year has grown 5.5 times; the decade this edition reads is in cobalt.



The busiest year on the record was 2018, with 704 campaigns. 2025 closed at 653, and 448 were on file for 2026 by 6 October 2026, the latest date in the file we read.

Campaigns did not grow smaller as they grew more numerous. The median campaign named 130 vehicles in 1975 and 295 in 2025. The early record is thinner: from 1975 to 1985, 73% of campaigns carry no system at all, so this edition compares systems from 1996 on.

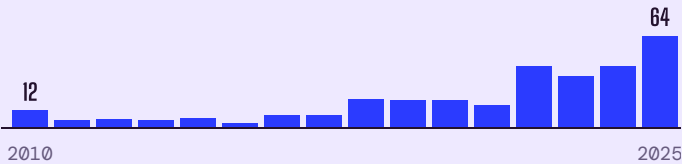
Transport Canada, all 17,987 campaigns on file, by year of the recall date; 1975 to 2025 shown in full years. File read 26 October 2026.

More structure, airbags and cameras. Fewer brakes and steering.

Share of campaigns by the system Transport Canada records, 2016–2025 against 1996–2005. The grey dot is the earlier decade; the arrow ends at the latest.

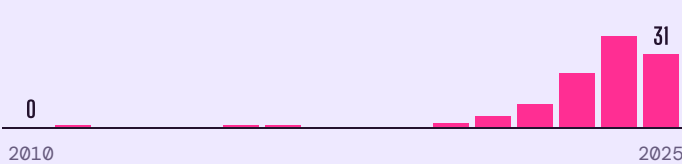


VISUAL SYSTEM CAMPAIGNS A YEAR



In 2024 and 2025, 86 of the 107 notices in this class mention a camera.

HIGH VOLTAGE CAMPAIGNS A YEAR



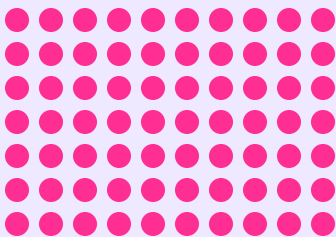
A class with no campaign in most years before 2020, and at least one every year since.

Transport Canada, system as recorded per campaign: 3,035 campaigns 1996–2005, 6,325 in 2016–2025. "Other" fell from 12.1% to 2.6% over the same span, so part of each rise may be records once filed as Other.

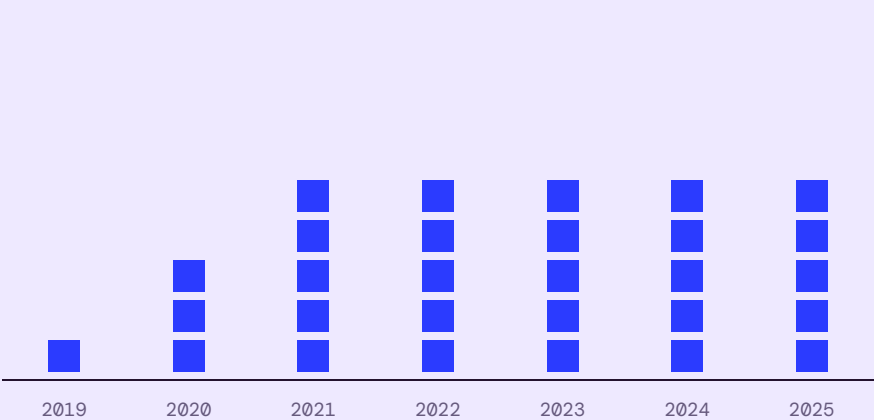
A short list, printed wide.

The public record lists a recall against models and model years. The maker holds the list of vehicles. When the list is short, the two sit far apart.

70 VEHICLES NAMED IN CANADA



29 MODEL AND MODEL-YEAR ROWS LISTED



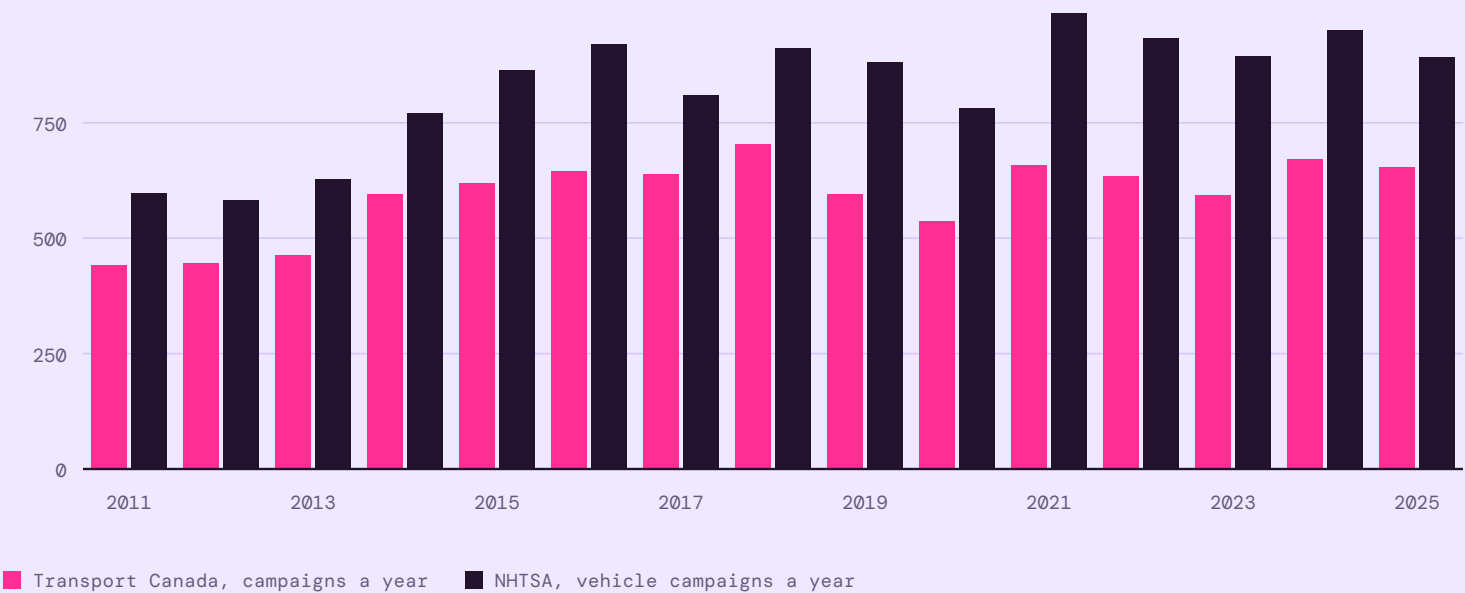
One SUV campaign from October 2024, Transport Canada 2024-599: 70 vehicles in Canada, listed on 29 model and model-year rows across 5 models, model years 2019 to 2025. Anyone reading the record by model year would find it on every one of those rows.

Of the decade's 2,536 campaigns under 100 vehicles, **963** are listed on three or more model-year rows. That is why the record says **listed for this model year**, and the maker confirms each VIN.

Transport Canada, campaigns dated 2016 to 2025 naming 1 to 99 units; a row is one make, model and model year on the record. Example chosen by rule: the passenger-vehicle campaign under 100 units from 2025 or the year before with the most rows. File read 26 October 2026.

Canada's record and the US record, kept apart.

The same defect is often filed with both authorities, each under its own number. We read each file on its own and set them side by side, never added together.



58%

of Transport Canada campaigns carrying a maker's campaign code share it with a NHTSA filing from the same make.

1,670 of 2,858 · 2021-2025

89%

of those pairs carry dates within seven days of each other; 63% on the same day.

TC recall date vs NHTSA report received

10%

is the median Canadian count as a share of the US count, campaign for campaign.

1,618 pairs with one match each

Transport Canada VRDB, read 26 October 2026; NHTSA recalls flat file, Part 573 vehicle campaigns by report-received date, latest 21 October 2026. In 2025: 653 Transport Canada campaigns, median 295 units; 891 NHTSA vehicle campaigns, median 469. A Transport Canada campaign without a matching code may still have a US filing under another code.

Two open files, read on their own.

CANADA

Transport Canada's Motor Vehicle Safety Recalls Database, the full monthly file (`vrdb_full1_monthly.csv`, read 26 October 2026, latest recall date 6 October 2026, sha256 1ab04ae387e4...). One row per recall, make, model and model year; 17,987 recall numbers in all. We group rows by recall number. The units figure repeats on every row of a campaign, so each campaign is counted once.

Year is the year of the recall date. Size bands, class and system are as the file records them. Campaigns of every notification type are counted, as in our earlier reading of the same file.

UNITED STATES, ALONGSIDE

NHTSA's recalls flat file (`FLAT_RCL_POST_2010`, sha256 9bb2ad3621d1...), vehicle campaigns only, by the date NHTSA received the Part 573 report. Pairs use one key both files print: the maker's campaign code, same make, overlapping model years, dates within two years. No count in this edition adds the two authorities.

WHAT THIS IS NOT

A recall listed for a model year is not a finding about any one vehicle. Remedy status for a VIN is the maker's to give. This edition names no maker and ranks none; it reads the record by size, class, system and year.

Units are the maker's filed estimate for Canada. A vehicle named by two campaigns counts twice, so units are campaign-vehicles, not distinct vehicles.

NEXT

The same count, refreshed each time Transport Canada publishes its monthly file, so a change in the record shows up as a change in the number, never as a change in the method. Every figure here is computed by one build script from the two files named on this page.



Most recalls are small.
Each one is still a list.

Cardog reads Canada's vehicle records into typed, checkable facts, each one labelled with the authority that published it.