WHITE PAPER

The Most Replaced Car Keys in America

A nationwide analysis of nearly 500,000 key-cutting kiosk scans, revealing which vehicles need spare and replacement keys most — and the ownership patterns behind why.

KeyMe Locksmiths Research

Nationwide Key-Cutting Kiosk Data | Make, Model & Year Analysis

Executive Summary

KeyMe Locksmiths analyzed nearly 500,000 key-cutting kiosk scans spanning more than 5,300 distinct Make/Model/Year (MMY) combinations to identify which vehicles Americans most often need a replacement or spare key for. Every scan represents a moment when someone brought a vehicle's existing key to a kiosk to have a duplicate or replacement cut — making this one of the most direct signals available of real-world key-replacement demand.

The data tells a clear story: replacement demand is concentrated in a small number of long-running, high-volume nameplates, and it peaks hard in a specific window of vehicle life. Toyota, Ford, Honda, and Chevrolet alone account for two-thirds of all scans nationwide, and vehicles between 13 and 20 years old — roughly a second or third owner's territory — drive nearly half of all replacement activity.

499,492	66.5%	47%	5,314
Key-cutting kiosk scans analyzed nationwide	Share of all scans from just 4 makes: Toyota, Ford, Honda, Chevy	Share of scans from vehicles 13–20 years old	Distinct Make/Model/Year combinations identified

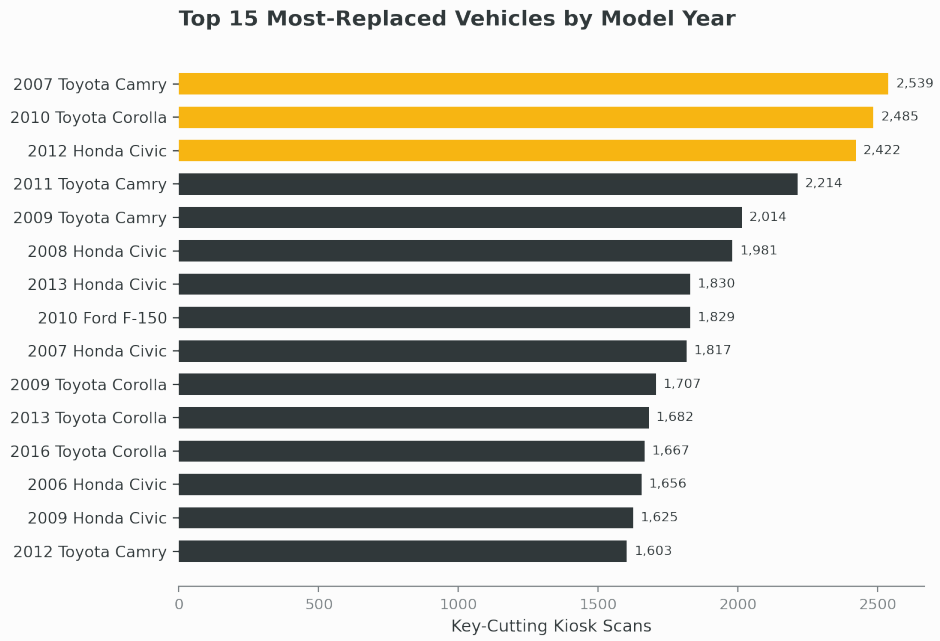
Key Findings

- **The 2007 Toyota Camry is the single most-replaced vehicle in America** by model year, with 2,539 kiosk scans, narrowly ahead of the 2010 Toyota Corolla (2,485) and 2012 Honda Civic (2,422).
- **The Toyota Camry is the most-replaced model overall** when every model year is combined, with 27,768 scans across 35 model years — followed closely by the Toyota Corolla, Honda Civic, Ford F-150, and Honda Accord.
- **Just four automakers — Toyota, Ford, Honda, and Chevrolet — account for 66.5% of all replacement key scans nationwide**, despite competing against dozens of other brands.
- **Replacement demand peaks when a vehicle is 13 to 20 years old**, with the single highest point at 19 years (model year 2007) — consistent with vehicles reaching a second or third owner.
- **Just five vehicles — the Camry, Corolla, Civic, F-150, and Accord — account for roughly a quarter of every replacement-key scan nationwide**, even though they compete against more than 5,300 other Make/Model/Year combinations.

> *“It's not that newer cars are less reliable, it's that by the time a car is a teenager, it's usually had at least one change of ownership and one lost key along the way. The 13-to-20-year mark is exactly when that math starts to catch up with people.”*
>
> KEYME LOCKSMITHS ANALYST

The Most-Replaced Vehicles, by Model Year

Looking at individual Make/Model/Year combinations, a handful of specific model years stand well above the rest — led by a trio of Toyota and Honda staples from the late 2000s and early 2010s.

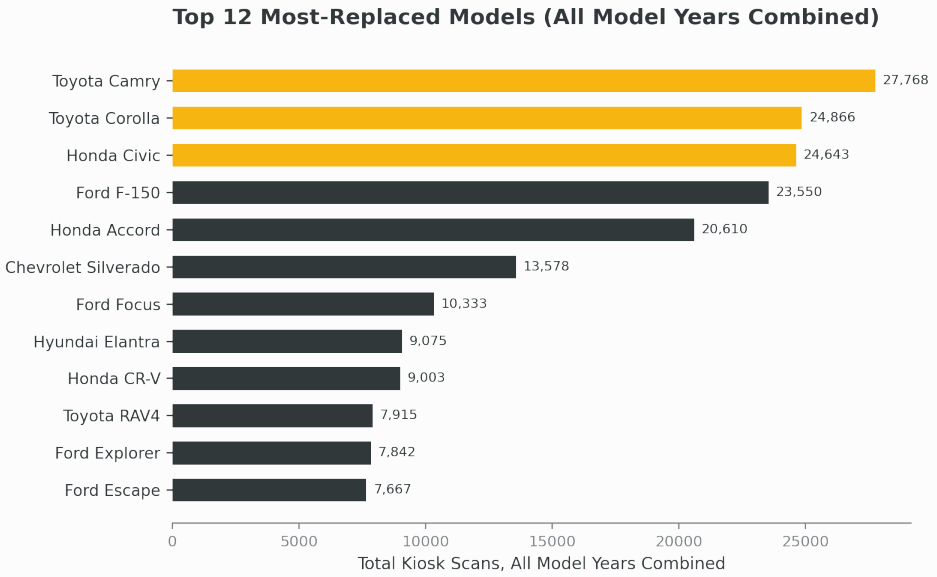


Rank	Vehicle	Kiosk Scans
1	2007 Toyota Camry	2,539
2	2010 Toyota Corolla	2,485
3	2012 Honda Civic	2,422
4	2011 Toyota Camry	2,214
5	2009 Toyota Camry	2,014
6	2008 Honda Civic	1,981
7	2013 Honda Civic	1,830
8	2010 Ford F-150	1,829
9	2007 Honda Civic	1,817
10	2009 Toyota Corolla	1,707
11	2013 Toyota Corolla	1,682
12	2016 Toyota Corolla	1,667
13	2006 Honda Civic	1,656
14	2009 Honda Civic	1,625
15	2012 Toyota Camry	1,603

Rankings reflect total key-cutting kiosk scans recorded for each Make/Model/Year combination. See Methodology for details.

The Most-Replaced Models, All Years Combined

When every model year of a given nameplate is combined, the picture shifts slightly — rewarding vehicles that have stayed in production, and on the road, the longest.



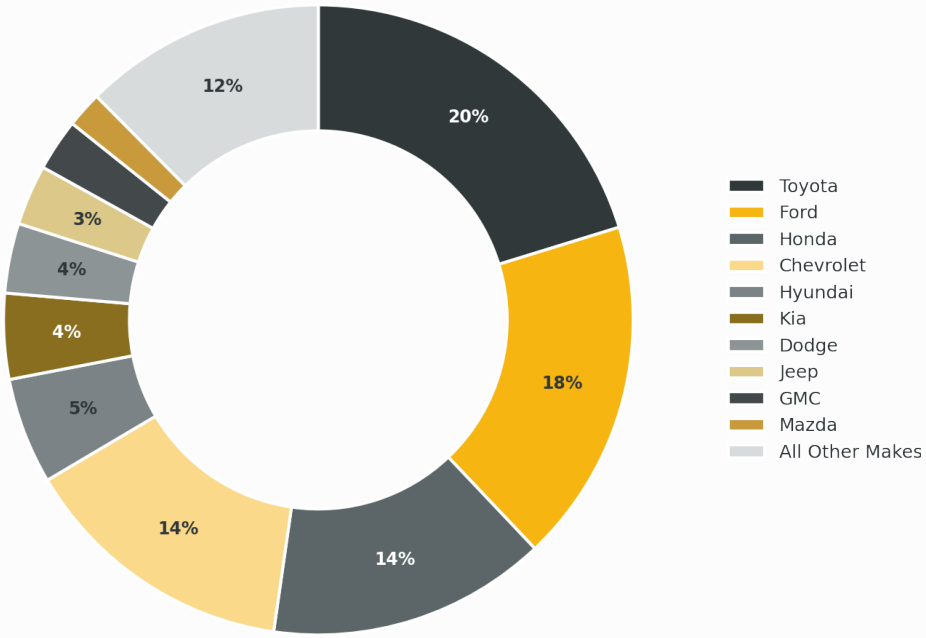
Rank	Model	Total Scans	Model Years Tracked
1	Toyota Camry	27,768	35
2	Toyota Corolla	24,866	43
3	Honda Civic	24,643	40
4	Ford F-150	23,550	49
5	Honda Accord	20,610	39
6	Chevrolet Silverado	13,578	56
7	Ford Focus	10,333	21
8	Hyundai Elantra	9,075	22
9	Honda CR-V	9,003	23
10	Toyota RAV4	7,915	23
11	Ford Explorer	7,842	29
12	Ford Escape	7,667	19

> *“Camry, Corolla, Civic, F-150, Accord — these are the cars that just keep running. When a vehicle survives long enough to end up on its second or third owner, there are more chances along the way for a key to get lost, worn out, or left in a pair of pants that went through the wash.”*
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> **KEYME LOCKSMITHS PRODUCT LEAD**

Which Automakers Drive the Most Demand

At the manufacturer level, demand is even more concentrated. Toyota, Ford, Honda, and Chevrolet together account for two-thirds of every key scan in the dataset — a reflection of both their share of vehicles on the road and how long those vehicles tend to stay there.

Share of Nationwide Key Scans by Make (Top 10)

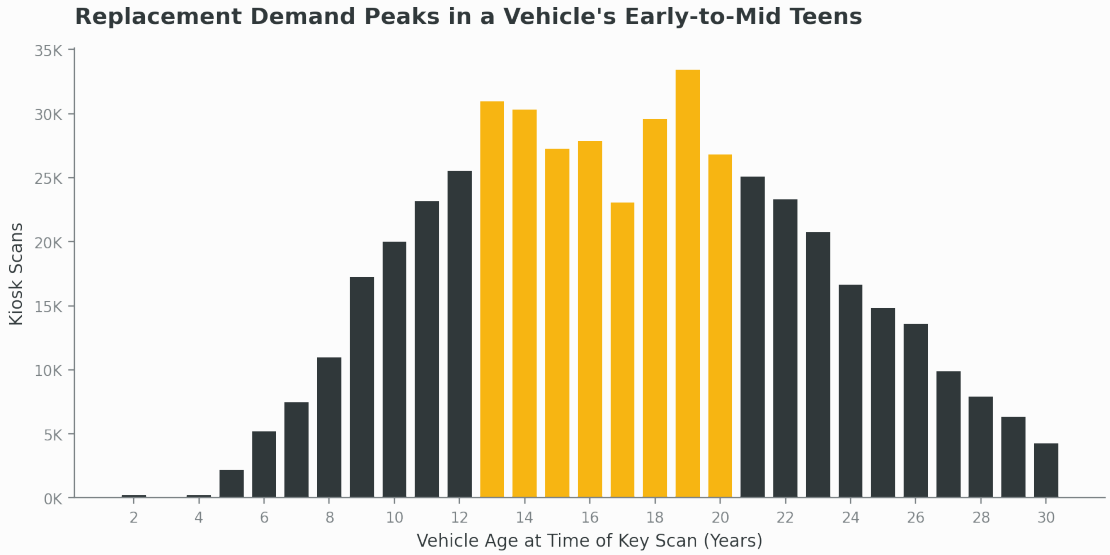


The remaining 12% of scans are split across dozens of additional brands, from Subaru and Nissan to Buick and Lexus, none of which individually breaks single-digit share. That long tail underscores just how concentrated Americans' vehicle choices — and, by extension, key-replacement demand — really are around a small set of mainstream nameplates.

> *“It's a pretty short list of vehicles doing most of the work. If a locksmith or kiosk operator only stocked blanks for the top 10 makes in this data, they'd be covered for the vast majority of walk-up demand nationwide.”*
>
> **KEYME LOCKSMITHS ANALYST**

The Age Factor: Why 13-to-20-Year-Old Cars Dominate

Plotting scans against vehicle age at the time of the kiosk visit reveals a clear demand curve. Very new vehicles rarely need a replacement key. Demand climbs steadily through a car's first decade, then peaks hard between 13 and 20 years old, before gradually tapering off in vehicles over two decades old.



This window lines up closely with the point at which many vehicles change hands for the first or second time. A car bought new in 2007 and still on the road in 2026 has likely been driven by more than one owner, each with their own set of keys, habits, and chances to lose one. Older vehicles beyond 20 years taper off in volume simply because fewer of them remain registered and on the road.

Behavioral Analysis: What's Driving the Differences

Reliability and Longevity

Toyota and Honda's dominance in this dataset is, in large part, a story about how long their vehicles stay on the road. The Camry, Corolla, Civic, and Accord are all consistently ranked among the longest-lasting vehicles on the market, which means more of them are still around — and needing replacement keys — a decade or two after they were sold.

The Second and Third Owner Effect

Vehicles rarely stay with their original owner for 13-plus years. As cars pass to second, third, or even fourth owners, each transition brings a new set of habits, a new household, and a higher chance that a spare key was never handed down or was lost along the way — helping explain why replacement demand climbs steadily through a vehicle's early life before peaking in its teens.

Sedans Still Dominate Despite the SUV Boom

Even though SUVs have outsold sedans nationally for years, sedans and compacts still dominate the top of this list — the Camry, Corolla, Civic, and Accord fill four of the top five spots overall. That likely reflects timing as much as anything: the SUV boom is a relatively recent shift, so today's oldest, highest-mileage vehicles — the ones most likely to need a replacement key — are still disproportionately sedans bought before SUVs took over showroom floors.

Trucks Spread Demand Across More Model Years

Pickups behave differently than sedans in this data. The Ford F-150 and Chevrolet Silverado show scans spread across 49 and 56 model years respectively — far more than sedans like the Civic (40 years) or Camry (35 years). No single truck model year cracks the top 15 individually, yet trucks still rank among the top nameplates overall, suggesting pickups stay in active service, and in need of replacement keys, longer than most passenger cars.

> *“Trucks are a different animal in this data. An F-150 or Silverado can rack up hundreds of thousands of miles and outlive several key fobs before anyone thinks about trading it in. That's why we see truck demand spread thin across half a century of model years instead of stacking up in one or two peak years the way a sedan does.”*
>
> **KEYME LOCKSMITHS ANALYST**

Consumer Insights

- **If you drive a Camry, Corolla, Civic, F-150, or Accord from the mid-2000s to early 2010s, get a spare key now.** These are the highest-volume replacement vehicles in the country, and a spare is far cheaper before you're locked out than after.
- **If your car is entering its teens, budget for a spare, not just a repair.** The data shows replacement demand climbs sharply once a vehicle passes the 10-to-13-year mark — often coinciding with a change in ownership.
- **Buying a used car? Ask for all existing keys and fobs at the sale, and get a spare cut immediately.** Many replacement visits trace back to a second or third owner who never received a full set of keys.
- **Don't assume your SUV is off the hook just because sedans dominate the list.** The CR-V, RAV4, Explorer, and Escape all rank in the top 12 nationally — SUV owners face real replacement-key demand too, just spread across more recent model years.
- **If you drive an older Ford F-150 or Chevrolet Silverado, don't assume a spare isn't worth it.** These trucks stay in service far longer than most sedans, spreading replacement demand across decades rather than a couple of peak years — which means the odds of eventually needing a spare stay high for a very long time.

Frequently Asked Questions

Does this mean the Toyota Camry is an unreliable car?

No — the opposite. The Camry's high ranking reflects how many of them remain on the road across decades of model years, not a higher failure rate. A car that doesn't survive to 15 years old can't show up in 15-year-old key-replacement data.

Do SUVs show up in this data as much as sedans?

Yes, just later in the list. The Honda CR-V, Toyota RAV4, Ford Explorer, and Ford Escape all rank in the top 12 models overall, even though sedans currently fill four of the top five spots — a reflection of how recently the SUV boom took hold compared to how long sedans have been accumulating on the road.

Why does replacement demand peak at 13 to 20 years, rather than staying flat or peaking earlier?

This window lines up with when many vehicles change ownership for the first or second time. New owners are less likely to have a full, matched set of keys, and more likely to eventually need a replacement or spare cut.

Why don't trucks like the F-150 show up higher in the individual model-year rankings?

Truck scans are spread across a much wider range of model years — the F-150 alone spans 49 model years — so no single year accumulates as many scans as a top sedan model year. Combined across all years, though, the F-150 ranks among the top few nameplates nationwide.

Is this data specific to one region, or nationwide?

This analysis reflects kiosk key-cutting activity aggregated across KeyMe Locksmiths' national kiosk network, not a single state or region.

Methodology

This analysis is based on KeyMe Locksmiths kiosk data tracking Make/Model/Year (MMY) scans — the step in the key-cutting process where a kiosk identifies a vehicle's make, model, and year, typically by scanning an existing key. Each scan represents a real-world instance of someone seeking a duplicate or replacement key for that specific vehicle. The dataset covers more than 5,300 distinct MMY combinations and just under 500,000 fully attributed scans, drawn from a broader dataset of roughly 605,000 total scan entries once very low-volume, long-tail vehicles are included.

The core metric used throughout this report is the **MMY Scan** count for each vehicle — a direct measure of how often that specific Make/Model/Year was brought to a kiosk for replacement-key service.

Vehicle age is calculated as 2026 minus model year. Model/make aggregates combine all available model years for a given nameplate or manufacturer. A small number of long-tail entries with truncated or wrapped vehicle names in the source export (largely recreational vehicles, motorcycles, and other non-passenger-vehicle categories with very low scan counts) were excluded from named rankings but are reflected in total volume estimates.

Interpretive claims regarding vehicle longevity, ownership turnover, and market trends such as the shift toward SUVs are presented as reasonable explanations consistent with the observed data patterns, not as causal findings verified through individual-level ownership records.