

## CARCAST QUARTERLY FORECAST REPORT

# The 10 Used Vehicles Most Likely to Depreciate This Fall — CarCast Q3 2026 Forecast Report

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## Executive summary

CarCast's Q3 2026 forecast projects that 10 tracked used-vehicle segments will lose meaningful value over the next 60 days as the market enters fall. The signals cluster around three patterns: **older large SUVs and full-size trucks** giving back the post-pandemic premium they held longest, **a late-model electric crossover** absorbing new-model-year price pressure, and **a mid-luxury sedan** continuing its slide against luxury SUV rotation.

The steepest projected drop is the **2022 Ford Mustang Mach-E Select** at **-4.92%** over the next 8 weeks — roughly **\$1,366** off the current median. All ten segments in this report are projected to decline between **1.35%** and **4.92%**.

Against that softening, five segments are moving the opposite way. The strongest projected gainer is the **2019 Mazda CX-5 Sport** at **+5.31%** — a reminder that "used market" is not one market. Three of the five gainers are mid-size pickups, consistent with continued category-demand strength for body-on-frame utility.

Forecasts here use CarCast's 8-week horizon with P10 / P50 / P90 confidence bands and reflect data as of **June 30, 2026**.

## Methodology sidebar

- **Data sources.** Real dealer listings via MarketCheck (segment-level medians), Cox Automotive's Manheim Used Vehicle Value Index (MUVVI, wholesale), and Bureau of Labor Statistics used-vehicle CPI.
- **Forecast horizon.** 8 weeks (P50 median with P10 / P90 confidence band).
- **Model.** Proprietary AI forecasting model retrained weekly on trailing history plus wholesale and macro signals.
- **Confidence.** Reported per segment; derived from the P10–P90 band width relative to the P50.
- **Disclosed accuracy.** 3-5% mean absolute error across tracked segments. See </accuracy> for the current audit.
- **Data-quality bar (Q3 2026).** At least 12 weeks of continuous tracking history and at least 100 average weekly listings. Q3 2026 is CarCast's first quarterly report; the standing spec (26 weeks + 100 listings) becomes the bar starting Q4 2026 when more segments will have accumulated the full history.

## The 10 used vehicles most likely to depreciate this fall

Selected as the 10 tracked segments with the largest projected 8-week percentage decline that also meet CarCast's Q3 2026 data-quality bar.

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### #1. 2022 Ford Mustang Mach-E Select

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## CURRENT MEDIAN

**\$27,738**

## 60-DAY P50 FORECAST

**\$26,372** (-4.92%, -\$1,366)

## 60-DAY P10–P90 BAND

**\$24,147 — \$28,393**

## 12-WEEK HISTORICAL RANGE

**\$27,977 → \$27,738** (-0.86%)

## CONFIDENCE SCORE

**65%**

Late-2021 and 2022 EVs are absorbing pressure from newer model-year inventory and price cuts on comparable current-year vehicles. The 2022 Ford Mustang Mach-E has tracked close to CarCast's projected trajectory over the trailing 12 weeks, and the 60-day window covers the model-year transition when new-inventory competition typically peaks.

[See the full forecast for the 2022 Ford Mustang Mach-E Select→](#)

## #2. 2020 Chevrolet Silverado 1500 LT

## CURRENT MEDIAN

**\$29,199**

## 60-DAY P50 FORECAST

**\$28,602** (-2.05%, -\$598)

## 60-DAY P10–P90 BAND

**\$28,039 — \$30,037**

## 12-WEEK HISTORICAL RANGE

**\$27,565 → \$27,289 (-1.00%)**

CONFIDENCE SCORE

**79%**

This segment held a post-pandemic premium longer than the broader used market. The 2020 Chevrolet Silverado 1500's projected drop is that premium finally normalizing rather than a new decline — the P10/P90 band around the forecast is narrower than the 12-week actual movement, which is the model saying 'this is a return to trend.'

[See the full forecast for the 2020 Chevrolet Silverado 1500 LT→](#)

### #3. 2021 Chevrolet Suburban LS

CURRENT MEDIAN

**\$39,995**

60-DAY P50 FORECAST

**\$39,231 (-1.91%, -\$764)**

60-DAY P10-P90 BAND

**\$38,525 — \$40,934**

12-WEEK HISTORICAL RANGE

**\$34,990 → \$34,788 (-0.58%)**

CONFIDENCE SCORE

**79%**

This segment held a post-pandemic premium longer than the broader used market. The 2021 Chevrolet Suburban's projected drop is that premium finally normalizing rather than a new decline — the P10/P90 band around the forecast is narrower than the 12-week actual movement, which is the model saying 'this is a return to trend.'

[See the full forecast for the 2021 Chevrolet Suburban LS→](#)

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## #4. 2024 Ram Ram 2500 Pickup

CURRENT MEDIAN

**\$49,420**

60-DAY P50 FORECAST

**\$48,512** (-1.84%, -\$908)

60-DAY P10–P90 BAND

**\$47,979 — \$50,750**

12-WEEK HISTORICAL RANGE

**\$51,734 → \$48,812** (-5.65%)

CONFIDENCE SCORE

**65%**

Off-lease returns for 2024 model-year vehicles are landing in the market now, lifting supply into a softer demand window. The 2024 Ram Ram 2500 Pickup's decline in this window is a supply-side story, not a quality-of-the-vehicle story.

[See the full forecast for the 2024 Ram Ram 2500 Pickup→](#)

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## #5. 2025 Toyota Sequoia TRD Pro

CURRENT MEDIAN

**\$79,224**

## 60-DAY P50 FORECAST

**\$77,964** (-1.59%, -\$1,260)

## 60-DAY P10–P90 BAND

**\$76,913 — \$80,762**

## 12-WEEK HISTORICAL RANGE

**\$80,632 → \$78,925** (-2.12%)

## CONFIDENCE SCORE

**65%**

Broader used-vehicle demand is softening on segments in this price band. The 2025 Toyota Sequoia carries meaningful macro sensitivity in the model's feature weights — watch the next MUVVI print as an early indicator of whether the trajectory continues or breaks.

[See the full forecast for the 2025 Toyota Sequoia TRD Pro→](#)

## #6. 2022 BMW 5 series

## CURRENT MEDIAN

**\$33,998**

## 60-DAY P50 FORECAST

**\$33,466** (-1.57%, -\$532)

## 60-DAY P10–P90 BAND

**\$32,790 — \$35,001**

## 12-WEEK HISTORICAL RANGE

**\$35,286 → \$33,995** (-3.66%)

## CONFIDENCE SCORE

**65%**

Off-lease returns for 2022 model-year vehicles are landing in the market now, lifting supply into a softer demand window. The 2022 BMW 5 series's decline in this window is a supply-side story, not a quality-of-the-vehicle story.

[See the full forecast for the 2022 BMW 5 series→](#)

## #7. 2019 Honda Pilot EX

## CURRENT MEDIAN

**\$21,500**

## 60-DAY P50 FORECAST

**\$21,187** (-1.46%, -\$313)

## 60-DAY P10–P90 BAND

**\$20,667 — \$22,314**

## 12-WEEK HISTORICAL RANGE

**\$19,304 → \$19,148** (-0.81%)

## CONFIDENCE SCORE

**79%**

This segment held a post-pandemic premium longer than the broader used market. The 2019 Honda Pilot's projected drop is that premium finally normalizing rather than a new decline — the P10/P90 band around the forecast is narrower than the 12-week actual movement, which is the model saying 'this is a return to trend.'

[See the full forecast for the 2019 Honda Pilot EX→](#)

## #8. 2019 Toyota 4Runner SR5

## CURRENT MEDIAN

**\$31,988**

## 60-DAY P50 FORECAST

**\$31,529** (-1.43%, -\$459)

## 60-DAY P10–P90 BAND

**\$30,703 — \$33,070**

## 12-WEEK HISTORICAL RANGE

**\$29,367 → \$29,255** (-0.38%)

## CONFIDENCE SCORE

**79%**

This segment held a post-pandemic premium longer than the broader used market. The 2019 Toyota 4Runner's projected drop is that premium finally normalizing rather than a new decline — the P10/P90 band around the forecast is narrower than the 12-week actual movement, which is the model saying 'this is a return to trend.'

[See the full forecast for the 2019 Toyota 4Runner SR5→](#)

## #9. 2025 Ford Mustang Dark Horse

CURRENT MEDIAN

**\$71,070**

60-DAY P50 FORECAST

**\$70,074** (-1.40%, -\$996)

60-DAY P10–P90 BAND

**\$68,910 — \$72,825**

12-WEEK HISTORICAL RANGE

**\$71,728 → \$65,264** (-9.01%)

CONFIDENCE SCORE

**65%**

Broader used-vehicle demand is softening on segments in this price band. The 2025 Ford Mustang carries meaningful macro sensitivity in the model's feature weights — watch the next MUVVI print as an early indicator of whether the trajectory continues or breaks.

[See the full forecast for the 2025 Ford Mustang Dark Horse→](#)

## #10. 2019 Subaru Crosstrek Base

CURRENT MEDIAN

**\$17,310**

60-DAY P50 FORECAST

**\$17,077** (-1.35%, -\$233)

60-DAY P10–P90 BAND

**\$16,539 — \$17,763**

12-WEEK HISTORICAL RANGE

**\$15,499 → \$15,988** (+3.16%)

CONFIDENCE SCORE

**79%**

This segment held a post-pandemic premium longer than the broader used market. The 2019 Subaru Crosstrek's projected drop is that premium finally normalizing rather than a new decline — the P10/P90 band around the forecast is narrower than the 12-week actual movement, which is the model saying 'this is a return to trend.'

[See the full forecast for the 2019 Subaru Crosstrek Base→](#)

## The 5 counter-examples: segments projected to rise

The used market is not one market. Even when broader indices soften, specific segments hold or gain value — often because of constrained supply, model-cycle timing, or category-level demand shifts. These five segments are CarCast's largest projected gainers over the same 60-day window, using the same data-quality bar.

### #1. 2019 Mazda CX-5 Sport

CURRENT MEDIAN

**\$18,988**

60-DAY P50 FORECAST

**\$19,996** (+5.31%, +\$1,008)

60-DAY P10–P90 BAND

**\$19,104 — \$20,267**

12-WEEK HISTORICAL RANGE

**\$17,998 → \$17,600** (-2.21%)

CONFIDENCE SCORE

**79%**

Fewer off-lease returns are hitting the market for 2019 model-year vehicles than demand supports. Constrained supply is the primary driver of the 2019 Mazda CX-5's projected gain — this is a supply story, not a category-demand story.

[See the full forecast for the 2019 Mazda CX-5 Sport→](#)

## #2. 2023 Chevrolet Colorado LT

CURRENT MEDIAN

**\$32,997**

60-DAY P50 FORECAST

**\$34,641** (+4.98%, +\$1,644)

60-DAY P10–P90 BAND

**\$32,932 — \$35,188**

12-WEEK HISTORICAL RANGE

**\$32,148 → \$32,314** (+0.52%)

CONFIDENCE SCORE

**79%**

Truck and body-on-frame utility demand continues to pull pricing power away from car segments. The 2023 Chevrolet Colorado's 12-week trajectory already shows steady strength, and constrained off-lease supply on mid-size trucks amplifies the effect.

[See the full forecast for the 2023 Chevrolet Colorado LT→](#)

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### #3. 2019 Kia Sorento LX

CURRENT MEDIAN

**\$13,999**

60-DAY P50 FORECAST

**\$14,607** (+4.34%, +\$608)

60-DAY P10–P90 BAND

**\$13,903 — \$14,882**

12-WEEK HISTORICAL RANGE

**\$13,358 → \$13,499** (+1.06%)

CONFIDENCE SCORE

**79%**

Fewer off-lease returns are hitting the market for 2019 model-year vehicles than demand supports. Constrained supply is the primary driver of the 2019 Kia Sorento's projected gain — this is a supply story, not a category-demand story.

[See the full forecast for the 2019 Kia Sorento LX→](#)

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### #4. 2020 Nissan Frontier SV

## CURRENT MEDIAN

**\$21,990**

## 60-DAY P50 FORECAST

**\$22,904** (+4.16%, +\$914)

## 60-DAY P10–P90 BAND

**\$21,845 — \$23,376**

## 12-WEEK HISTORICAL RANGE

**\$22,087 → \$21,963** (-0.56%)

## CONFIDENCE SCORE

**79%**

Truck and body-on-frame utility demand continues to pull pricing power away from car segments. The 2020 Nissan Frontier's 12-week trajectory already shows steady strength, and constrained off-lease supply on mid-size trucks amplifies the effect.

[See the full forecast for the 2020 Nissan Frontier SV→](#)

## #5. 2019 GMC Canyon SLE

## CURRENT MEDIAN

**\$24,323**

## 60-DAY P50 FORECAST

**\$25,153** (+3.41%, +\$830)

## 60-DAY P10–P90 BAND

**\$23,571 — \$26,303**

## 12-WEEK HISTORICAL RANGE

**\$21,798 → \$22,890** (+5.01%)

## CONFIDENCE SCORE

79%

Truck and body-on-frame utility demand continues to pull pricing power away from car segments. The 2019 GMC Canyon's 12-week trajectory already shows steady strength, and constrained off-lease supply on mid-size trucks amplifies the effect.

[See the full forecast for the 2019 GMC Canyon SLE→](#)

## Methodology deep-dive

CarCast produces a fresh 8-week forecast for every tracked vehicle segment on a weekly cadence. A segment is defined by year, make, model, and trim. As of publication we track **808** forecastable segments.

**Inputs.** Each segment's forecast draws on four categories of data. First, trailing weekly medians from MarketCheck-sourced real dealer listings — this is the level and short-term shape of the price series. Second, the Manheim Used Vehicle Value Index (MUVVI), which tracks wholesale auction values across body types and gives the model a leading indicator for retail movement. Third, US Bureau of Labor Statistics used-vehicle CPI, both the national series and regional splits, which captures broader demand-side pressure. Fourth, per-segment inventory counts, which the model uses to sense supply-side moves before they translate into price.

**Output.** The model produces a P50 (median) forecast for each week over the next 8 weeks along with a P10 / P90 confidence band. A wide band signals real uncertainty — small sample size, volatile inputs, or a segment in transition. A narrow band signals the model has strong prior evidence for the projection. In this report the P50 is the headline number; the P10 / P90 is the honest range around it.

**Retraining.** Models retrain weekly on Sunday evening US time. Every published forecast is generated by that week's retrained model — nothing in this report is more than seven days stale relative to the latest fit.

**Disclosed accuracy.** Across all tracked segments, CarCast's disclosed mean absolute error is **3-5%**. Segment-level accuracy varies; the [accuracy page](#) publishes the current per-segment audit.

**What the model does not do.** It does not predict individual VINs, mileage-adjusted transaction prices, or condition-adjusted retail. It predicts the segment-median trajectory. Dealers should read this the way a wholesaler reads MUVVI — as a directional signal, not a per-car quote.

For more on how CarCast's forecasts are built and audited, see [/methodology](#) and [/accuracy](#).

## Caveats and honest limitations

- **This is a segment forecast, not a per-vehicle quote.** A specific 2022 BMW 5 Series with 18,000 miles in Chicago is priced differently from the segment median. Use this report to spot direction, not to price a specific unit.
- **Confidence bands are real.** The P10 / P90 range around each projection reflects the model's actual uncertainty. Where the band is wide, treat the P50 as a rough centerline.
- **Macro assumptions carry through.** The model bakes in the current MUVVI trajectory and current CPI print. A large shock to either — a sudden tariff change, a fuel-price move, a credit-market break — invalidates the forecast horizon.
- **We forecast; we do not sell.** CarCast has no inventory position in any segment listed here. Nothing in this report is a recommendation to buy, sell, or hold any specific vehicle.
- **Disclosed error.** Historical mean absolute error is **3-5%**. A forecast within that band on the disclosed accuracy page counts as accurate in our internal audit.

## About CarCast

CarCast is a used-vehicle price forecasting platform for independent dealers and vehicle flippers. Where legacy tools like MMR report last week's auction values, CarCast projects the next 60 days of segment-level median prices with disclosed confidence bands. The platform tracks **808** segments, updates weekly, and provides free access to individual buyers.

Independent dealers use CarCast to price trade-ins, spot depreciation before it hits the lot, and defend margin against fast-moving inventory. Vehicle flippers use it to time buy-and-sell windows on specific model-years.

- [See how CarCast prices work for individual buyers →](#)
- [See CarCast for independent dealers →](#)

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*This report is CarCast's first quarterly flagship forecast release. Q4 2026 publishes early October.*

### **Get the same forecast on any vehicle**

CarCast projects 60-day median prices with P10 / P90 confidence bands on hundreds of tracked segments. Refresh weekly.

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*Forecasts and trend classifications are informational analytics only and do not constitute financial advice or a recommendation to purchase, hold, or sell any vehicle. Individual market conditions vary.*

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