

# Letter from the President

December 18, 2025

It just doesn't quite seem like there were 365 days in 2025. Maybe it's just me, but it seems the older and busier I get, the faster the days go by.

EV sales have slumped and the push to sell/own them has softened substantially. Range per charge, time to charge, cost per kWh, limited availability of charging stations, temperature impact on a charge, the expense to repair, and battery issues are just a few things that led to the growth of hybrids and resurgence of ICE (Internal Combustion Engines).

In the shop, we still see our share of 4 speeds, but 6L's have taken over the volume. There was a delay in repairing 8L's, because of the issues that surfaced. If I asked 10 people what the fix is for an 8L; chances are I'd get 10 different answers. Bushings and valve wear seem to be the most common though.

10R's and 10L's are also becoming more common, and we are seeing differences between the GM and Ford converter designs. A common issue with the 10R80's is the triple clutch (aka CDF) bushing, there have been some snap ring failures, and the 10R80 and 10L1000 F clutch apply/release is occasionally disrupted by the friction core plate cutting into the mating aluminum shell. For nearly every unit repaired; a converter will be purchased. It's clear 10 speeds will carry me and most of you to retirement.

The annual seminar was another success for the TCRA Board and the attendees. The event was held near downtown Houston, TX; within walking distance to some great dining options. The week began with the annual face-to-face TCRA Directors Meeting on Thursday to review where the Association has been, where it is headed, and prepare for the weekend that followed.

Wolfpack hosted the Thursday night reception, compliments of Hal Hoke. Circle D opened the doors to their state-of-the-art building to TCRA on Friday. Chris Sehorn and his team put on a well-organized tour; followed by an amazing lunch that was prepared by the Suncoast 'Pit Crew'.

The Annual TCRA Member Meeting was held at Circle D. It was a great opportunity for members to hear from TCRA about what the Association is doing to constantly add more benefit for them and provide a forum for members to ask questions and provide valued feedback to the Board. Financial reports were reviewed and Board Members were voted on. Sonnax hosted the annual Friday evening reception, where attendees could unwind and visit with friends, suppliers, guest speakers, the TCRA Board and staff, and industry veterans.

The Saturday seminar provided great information from some of the most respected industry experts and voices. Content ranged from life lessons to OE suppliers to 10 speed torque converter troubleshooting and lessons on hydraulic circuits. Thanks to The Core Guys, WIT, BorgWarner, RevMax, and Saxco for their event support.

Our 2026 seminar will be held in Salt Lake City, Utah on May 1st and 2nd. It will feature a tour of Randy's Transmissions and Industrial Injection. Another exemplary speaker lineup is planned for Saturday, and the weekend will provide a great opportunity to meet up with your industry colleagues and suppliers to learn more about the products that we touch every single day.

TCRA Bookkeeper, Jan Stimmel, made a smooth transition to retirement, but she left us in some very capable hands with Keri Baer. We also experienced a transition for our Technical Director. Speaking of retirements; former Director, President, and Technical Coordinator, Brad Gilbert, has also decided retirement sounded like a good idea. While Brad will be genuinely missed, TCRA has been able to fill the slot with Caleb Perham to field the technical aspects of the association.

Former President and Director, Joe Rivera tendered his resignation in April. Joe has been a valued member of the Director team and we wish him the best. Joe's seat was filled by Brian Wing.

In the spirit of Thanksgiving and Christmas season, I can't go without thanking our current board members: Manley Tate (Vice President), Steve Hilton (Treasurer), Robbie Ferguson (Secretary), Jeff Stuck, Christina McGee, and Brian Wing. In addition, I'd like to recognize the following team for their continued support; Keri Baer (Bookkeeper), Caleb Perham (Tech Coordinator), Chris Arnini (Webmaster), and Chris Horbach (Executive Director). If it were not for the hard work and dedication of each of these individuals, TCRA would simply not be possible. Your collective efforts truly make a difference, and I am grateful to work alongside each of you.

This has been the most active year for the participation and support TCRA has received from industry sponsors. A special thanks to all of you –

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- American Transmission Exchange
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On behalf of the TCRA Board of Directors and Staff, we truly appreciate each and every one of you, and we hope that you have a Merry Christmas, and have a Safe, Happy, and Prosperous New Year.

Sincerely,

**Eric Saxberg**

TCRA President

# President Trump Proposes Rollback on Fuel-Economy Standards

December 18, 2025

President Trump has announced plans to ***significantly roll back federal fuel-economy standards*** to levels established prior to the Biden Administration.

Using the federal rulemaking process, the **U.S. Department of Transportation (DOT)** proposes relaxing federal fuel-economy standards for model-year (MY) '22-'31 light-duty vehicles to 34.5 miles per gallon (mpg), down from the 50.4 miles per gallon threshold set by the Biden Administration. Under the proposed rule, the unwinding would be complete by 2031; additionally, crossovers and small SUVs would be reclassified as passenger vehicles, rather than as light trucks.

- Click [here](#) to read the White House's fact sheet on the Reset of Corporate Average Fuel Economy (CAFE) Standards.

SEMA supports the proposed standards, which help automakers to produce vehicles that the marketplace demands. While aftermarket businesses are not subject to CAFE standards, this proposal is expected to provide automakers with the flexibility they need to produce the types of vehicles that are embraced by automotive enthusiasts and are often modified.

This policy shift follows the adoption of the "One, Big Beautiful Bill" in July, which eliminated penalties assessed to automakers that failed to meet fuel-economy targets. This represented a significant change in federal law and reflects a broader move by President Trump and congressional Republicans to provide automakers with greater flexibility to produce and sell vehicles based on consumer demands. It is also a significant move away from previous federal policies that pushed OEMs and consumers to favor electric vehicles over those with internal combustion engines.

SEMA will review the proposed CAFE regulation and provide official comments to DOT on the proposal (the comment deadline will be in mid-January).

*This story was originally published on December 4, 2025.*

**Image courtesy of Shutterstock**

# 6L80 (2006 – 2009)

December 17, 2025



| Year        | Make         | Model | Engine       | Transmission |
|-------------|--------------|-------|--------------|--------------|
| 2006 – 2009 | Cadillac STS | Fwd   | 4.4L DOHC    | 6L80         |
| Year        | Make         | Model | Engine       | Transmission |
|             |              |       | SuperCharged |              |

|             |           |
|-------------|-----------|
| Metal Stamp | 2422 6853 |
| Ink Code    | 2424 0021 |
| Paint Code  | n/a       |

|                    |                   |
|--------------------|-------------------|
| Overall Height     | 6.160(156.464mm)  |
| Diameter           | 10.750(273.050mm) |
| Internal End Play  | .015(0.381mm)     |
| Internal Clearance | .130(3.302mm)     |
| Converter Weight   | Captive Clutch    |

|                    |                     |
|--------------------|---------------------|
| Hub Style          | Butt – Step – Slots |
| Hub OD             | 1.834(46.584mm)     |
| Hub ID             | 1.516(38.506mm)     |
| Hub Length         | 2.390(60.706mm)     |
| Depth of Hub Drive |                     |
| Thru Hub Length    | 2.530(64.262mm)     |

|                 |                   |
|-----------------|-------------------|
| Impeller OD     | 10.150(257.810mm) |
| Impeller ID     | 10.8(274.320mm)   |
| Fin Angle       | L. L. S.          |
| Impeller Height | 4.162(105.715mm)  |

|                |               |
|----------------|---------------|
| Pilot Style    | Hollow        |
| Pilot Diameter | 9(228.600mm)  |
| Pilot Height   | 1.1(27.940mm) |

|                 |                   |
|-----------------|-------------------|
| Mounting System | 3 Step Pads       |
| Thread Size     | M10 x 1.5         |
| Cover OD        | 10.490(266.446mm) |
| Cover Thickness | n/a               |
| Cover Height    | 2.250(57.150mm)   |
| Cover ID        | n/a               |
| Pad Height      | .850(21.590mm)    |
| Bolt Circle     | 9.750(247.650mm)  |

|             |        |
|-------------|--------|
| Part Number | Vendor |
|             |        |

|                  |                 |
|------------------|-----------------|
| Turbine Diameter | 10.3(261.620mm) |
| Internal Spline  | 36              |
| External Spline  | 30              |

|                 |               |
|-----------------|---------------|
| Stator Diameter | 7(177.800mm)  |
| Stator Code     | 968           |
| Spline Count    | 33 + 3 Spaces |
| Blade Count     | 18            |

|                          |                  |
|--------------------------|------------------|
| Friction Material        | HC               |
| Notes                    |                  |
| Friction Dimension       | 8.875 X 7.575    |
| Piston Markings          | Fins – 762       |
| Piston Diameter          | 9(228.600mm)     |
| Bore Diameter            | 1.712(43.485mm)  |
| Piston Thickness         | .136(3.454mm)    |
| Damper Style             | Clutch Plate     |
| Spring Description       | 4 Double Springs |
| Notes                    |                  |
| Clutch Release Clearance | Captive Clutch   |

|                       |     |
|-----------------------|-----|
| Ring Gear OD          | n/a |
| Ring Gear ID          | n/a |
| Ring Gear Thickness   | n/a |
| Ring Gear Tooth Count | n/a |
| Ring Gear Width       | n/a |

Parts List – Bearings, Seals, Thrust, etc

2 – 1 PC Bearings

1 – Wear Plate

1 – Teflon Thrust Washer

1 – Teflon Seal – Seamless

1 – Clutch Plate

Notes

[Disclaimer](#) for information published on this website.

# 6T70 – 6T75, Awd, Fwd

December 17, 2025



| Year        | Make         | Model | Engine          | Transmission          |
|-------------|--------------|-------|-----------------|-----------------------|
| 2014 – 2017 | Buick Regal  |       | 2.0L DOHC Turbo | 6T70 – 6T75, Awd, Fwd |
| Year        | Make         | Model | Engine          | Transmission          |
| 2013 – 2015 | Chevy Malibu |       | 2.0L DOHC Turbo | 6T70 – 6T75, Awd, Fwd |

|             |     |
|-------------|-----|
| Metal Stamp | 3A  |
| Ink Code    | n/a |
| Paint Code  | n/a |

|                    |                   |
|--------------------|-------------------|
| Overall Height     | 3.940(100.076mm)  |
| Diameter           | 11.250(285.750mm) |
| Internal End Play  | .020(0.508mm)     |
| Internal Clearance | .120(3.048mm)     |
| Converter Weight   |                   |

|                    |                        |
|--------------------|------------------------|
| Hub Style          | Step – Flats – Bushing |
| Hub OD             | 2.059(52.299mm)        |
| Hub ID             | 1.744(44.298mm)        |
| Hub Length         | 1.517(38.532mm)        |
| Depth of Hub Drive |                        |
| Thru Hub Length    | 1.690(42.926mm)        |

|                 |                   |
|-----------------|-------------------|
| Impeller OD     | 10.890(276.606mm) |
| Impeller ID     | n/a               |
| Fin Angle       | L.S.              |
| Impeller Height | 2.440(61.976mm)   |

|                |                |
|----------------|----------------|
| Pilot Style    | Solid          |
| Pilot Diameter | .825(20.955mm) |
| Pilot Height   | .865(21.971mm) |

|                 |                   |
|-----------------|-------------------|
| Mounting System | 3 Stepped Pads    |
| Thread Size     | M10 x 1.5         |
| Cover OD        | 11.250(285.750mm) |
| Cover Thickness | .100(2.540mm)     |
| Cover Height    | 1.660(42.164mm)   |
| Cover ID        | 10.908(277.063mm) |
| Pad Height      | .570(14.478mm)    |
| Bolt Circle     | 9.250(234.950mm)  |

|             |        |
|-------------|--------|
| Part Number | Vendor |
|             |        |

|                  |                  |
|------------------|------------------|
| Turbine Diameter | 9.800(248.920mm) |
| Internal Spline  | 27               |
| External Spline  | 8 Tabs           |

|                 |                  |
|-----------------|------------------|
| Stator Diameter | 6.625(168.275mm) |
| Stator Code     | 6H55             |
| Spline Count    | 33 + 3 Spaces    |
| Blade Count     | 15               |

|                          |                   |
|--------------------------|-------------------|
| Friction Material        | Woven             |
| Notes                    |                   |
| Friction Dimension       | 10.2 X 9.175      |
| Piston Markings          | n/a               |
| Piston Diameter          | 10.750(273.050mm) |
| Bore Diameter            | 1.387(35.230mm)   |
| Piston Thickness         | .110(2.794mm)     |
| Damper Style             | Removeable        |
| Spring Description       | 8 Doubles         |
| Notes                    |                   |
| Clutch Release Clearance |                   |

|                       |     |
|-----------------------|-----|
| Ring Gear OD          | n/a |
| Ring Gear ID          | n/a |
| Ring Gear Thickness   | n/a |
| Ring Gear Tooth Count | n/a |
| Ring Gear Width       | n/a |

Parts List – Bearings, Seals, Thrust, etc

2 – 1 PC Bearings

1 – Lip Seal

1 – O-Ring

1 – Thrust Washer

Notes

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## Board of Directors Nomination Form



I, \_\_\_\_\_ of \_\_\_\_\_

being a member in good standing of TCRA, Nominate the following member for election to the  
TCRA Board of Directors

Name \_\_\_\_\_ of \_\_\_\_\_

I, the undersigned, accept the nomination

Signed \_\_\_\_\_ Date \_\_\_\_\_

Please send the completed form via e-mail to Chris Horbach, TCRA Executive Director, at  
[chorbach@tcraonline.com](mailto:chorbach@tcraonline.com)

Or send via traditional USPS to

TCRA

523 Hampton Manor Drive

Valparaiso, IN 46385

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A Group Reservation Link Will Be Available Online At  
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## Register For The 2025 TCRA Seminar

The TCRA Seminar Registration Rate has not been adjusted for inflation, so attendees are encouraged to take advantage of early registration.

Initial Member attendee is \$345 with additional attendees \$200

Non Member attendee is \$495 with additional attendees \$400

## TO REACH OUR BOARD OF DIRECTORS

Eric Saxberg President  
esaxberg@tcraonline.com

Manley Tate Vice President  
mtate@tcraonline.com

Robbie Ferguson Secretary  
rferguson@tcraonline.com

Steve Hilton Treasurer  
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Christina McGee Board Member  
cmcgee@tcraonline.com

Brian Wing Board Member  
bwing@tcraonline.com

Jeff Stuck Board Member  
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Keri Baer Bookkeeper  
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775-742-6215

## JOIN OUR FACEBOOK GROUP

This private group is limited to members only and can be accessed by using the link below:

<https://www.facebook.com/groups/666871553488814>

Should you encounter any issues, please contact Chris Horbach at chorbach@tcraonline.com

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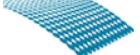
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