

# UB80 / UA80 Torque Converter Shop Cheat

March 8, 2026

## Sheet Converter Stamping Codes:

- UB80E/UB80F (L4): 37A020, 38A040H
- UA80E/UA80F (V6): 37A010, 38A050, 38A110J

## Interchange Groups:

### UB80 Group:

- 37A020 38A040H

### UA80 Group:

- 37A010 38A050 38A110J

## OE Toyota Part Numbers:

### UB80 (L4):

- 32000-33180
- 32000-06060
- 32000-33143
- Superseded:33140,33141,33142,33170, 73010-73013

### UA80 (V6):

- 32000-04020
- 32000-33180
- 32000-06060

## Quick Identification:

- If stamping= 37A020 / 38A040H → UB80 (L4)
- If stamping= 37A010 / 38A050 / 38A110J → UA80 (V6)

## Stop/Start Identification:

- EMOP pump present = extra white connector with red/black wires.

## UB80 Internal Notes:

- Uses PEEK hub-seal ring & PTFE/graphite turbine seal.
- 3-stage hydraulic layout.

# Tariff Update: IEEPA Removal and New Section 122 Duties

March 7, 2026

MEMA is providing additional information and details concerning the actions adopted by the Administration following the Supreme Court's release of its decision in *Learning Resources v. Trump* on February 20, 2024. There has been some confusion as to the impact of these actions as well as the continuation of certain critical flexibilities or exemptions which existed under the IEEPA tariffs. MEMA has outlined several points below in order to assist members and address questions which were submitted over the weekend. However, this is a fluid situation with significant details that need careful review and which are continuing to be actively monitored for updates. MEMA will continue to seek clarification as the Administration proceeds with removing the IEEPA tariffs and implementing the new Section 122 tariff.

Following the release of the Supreme Court announcement on Friday, February 20, 2026, President Trump signed a series of Executive Orders. These documents:

- Announce the removal of the IEEPA tariffs;
- Affirm that the de minimis treatment remains suspended and that this exception is not available; and
- Impose a new tariff under Section 122.

## **IEEPA Tariffs:**

The first [Executive Order](#), titled "Ending Certain Tariff Actions," announces that the tariffs imposed pursuant to IEEPA "shall no longer be in effect and, as soon as practicable, shall no longer be collected."

- Late on the night of February 22, U.S. Customs and Border Protection (CBP) released guidance and stated that IEEPA tariffs will no longer be collected for goods entered for consumption or withdrawn from warehouse for consumption, on or after 12 a.m. EST on February 24, 2026.
- This covers the following presidential actions:
  - Executive Order 14193, *Imposing Duties To Address the Flow of Illicit Drugs Across Our Northern Border*, 90 Fed. Reg. 9113 (Feb. 1, 2025), as amended;
  - Executive Order 14194, *Imposing Duties To Address the Situation at Our Southern Border*, 90 Fed. Reg. 9117 (Feb. 1, 2025), as amended;
  - Executive Order 14195, *Imposing Duties To Address the Synthetic Opioid Supply Chain in the People's Republic of China*, 90 Fed. Reg. 9121 (Feb. 1, 2025), as amended;
  - Executive Order 14245, *Imposing Tariffs on Countries Importing Venezuelan Oil*; 90 Fed. Reg. 13829 (Mar. 24, 2025);
  - Executive Order 14257, *Regulating Imports With a Reciprocal Tariff To Rectify Trade Practices That Contribute to Large and Persistent Annual United States Goods Trade Deficits*, 90 Fed. Reg. 15041 (Apr. 2, 2025), as amended;
  - Executive Order 14323, *Addressing Threats to the United States by the Government of Brazil*, 90 Fed. Reg. 37739 (July 30, 2025); and
  - Executive Order 14329, *Addressing Threats to the United States by the Government of the Russian Federation*, 90 Fed. Reg. 38701 (Aug. 6, 2025), as amended.
- As noted in MEMA's previous updates, the Supreme Court's decision did not address the issue of refunds for IEEPA tariffs already paid. MEMA anticipates that the Court of International Trade will lead the way in addressing this concern. We are also watching for any further details from CBP.

## **De Minimis:**

The second [Executive Order](#) reaffirms and continues the "suspension of duty-free de minimis treatment for low-value shipments... which will also be subject to the temporary import duty imposed under section 122."

## **Section 122 Tariff:**

The third [Executive Order](#) announced the imposition of a 10% tariff under Section 122 of the Trade Act of 1974 (19 U.S.C. 2132) (section 122) which “empowers the President to take action through surcharges and other special import restrictions to address fundamental international payments problems.” The new tariff will become effective on **February 24, 2026 and will remain in place until July 24, 2026**. Under this authority the President can impose duties for a maximum of 150 days unless extended by Congress. The White House also issued a [Fact Sheet](#) concerning this action.

*NOTE: In a subsequent communication on February 21, the President stated that the tariff would be increased to 15%. However, the White House has not issued any additional documents concerning the increase. Section 122 of the Trade Act of 1974 allows a tariff rate of up to 15% for 150 days.*

Exempted Items: The new Section 122 tariff does not apply to a number of items. The exemptions are detailed in the Annexes (Annex I and Annex II) which were included with the proclamation.

Items that are not subject to the new Section 122 tariff include the following:

- Items covered by Section 232 tariffs (“all articles and parts of articles currently or that later become subject to additional import restrictions imposed pursuant to section 232 of the Trade Expansion Act of 1962, as amended.”), **including passenger vehicles, certain light trucks, certain medium- and heavy-duty vehicles, buses, and certain parts of passenger vehicles, light trucks, medium- and heavy-duty vehicles, and buses.**
  - If only a part of an item is covered by a Section 232 tariff, then the new Section 122 tariff shall apply to the remaining part.
- **USMCA-qualifying goods of Canada or Mexico.**
- Various HTSUS codes as listed in Annex II, including certain critical minerals.

**Please be advised that the exemptions that existed under the IEEPA tariffs and those available under the new Section 122 tariff are not identical. Experts have cautioned that it is critical to carefully review the items included in Annex I and Annex II.**

- [Annex I](#)
- [Annex II](#)

*Goods in transit:* There is also an exception for goods that were loaded onto a vessel at the port of loading and in transit on the final mode of transit prior to entry into the U.S., before 12:01 a.m. EST on February 24, 2026; and which are entered for consumption, or withdrawn from warehouse for consumption, before 12:01 a.m. EST, February 28, 2026.

## **Current Trade Frameworks and Additional Section 301 Investigations:**

The U.S. Trade Representative’s office issued a statement, indicating the intent to pursue a series of Section 301 investigations and to continue the existing Section 301 investigations involving Brazil and China. Speaking to the press on Sunday, U.S. Trade Representative Jamieson Greer also stated that the bilateral agreements that the U.S. has negotiated remain in place. There is some concern over the potential impact of the latest developments on the U.S.-EU trade framework. The European Parliament was slated to vote on the implementing package for the agreement on February 24, 2026.

## **MEMA All-Member Advocacy Briefing**

On Friday, February 27, 2026, at 12:00 p.m. EST, MEMA will host an all-member advocacy briefing for supplier-members. MEMA will provide an overview of the U.S. Supreme Court decision regarding the use of the International Emergency Economic Powers Act (IEEPA) to impose tariffs and the Environmental Protection Agency’s final rule on the Reconsideration of the 2009 Endangerment Finding and Greenhouse Gas (GHG) Vehicle Standards. This session will examine key developments and potential implications for the mobility industry. Information on how to register is forthcoming.

Best regards,

**Ana Meuwissen**

Senior Vice President, Government Affairs  
MEMA. The Vehicle Suppliers Association

# SEMA Applauds Repeal of Greenhouse Gas Endangerment Finding

March 7, 2026

SEMA is celebrating the Trump Administration's decision to rescind the 2009 Endangerment Finding and Greenhouse Gas Vehicle Standards, dubious policy positions that empowered regulators at the federal and state levels to override consumer choices on vehicles. Among those abuses were federal- and state-led efforts to ban internal combustion engine (ICE) vehicles and impose nationwide electric vehicle (EV) mandates.

- By following through with its intent to repeal the GHG endangerment finding, the U.S. Environmental Protection Agency (EPA) is unleashing innovation in a significant segment of the automotive aftermarket industry that is entirely dependent on ICE technology. That segment, which has a **\$100 billion** annual economic impact, and employs more than **330,000 Americans**, is now free to rely on free-market solutions to our emissions challenges.

"This is a tremendous decision by the EPA to course-correct after nearly two decades of abuses by previous administrations at the federal and state levels, and instead return sanity to our nation's environmental policies," said **SEMA CEO Mike Spagnola**. "It was with great trepidation that SEMA watched our nation's leaders demonize and ban the very motor vehicles that serve as the bedrock upon which the American people—families, small businesses, and automotive enthusiasts—rely to live their best, most prosperous lives. It was even more infuriating to watch these policymakers brazenly justify their actions with a dubious policy position that now rightly goes away, to be replaced with a common-sense, free-market view of what drives our nation's prosperity."

## BACKGROUND

- The EPA's decision will directly impact federal new car requirements and does not impact existing emissions laws established by the Clean Air Act. Instead, it will ensure that automakers produce vehicles driven by consumer demand, rather than greenhouse gas limits, that latter of which has significantly influenced the models of vehicles available to the American people since 2009. This policy shift will directly impact the range of new vehicle choices that exist in the coming years.
- In [comments](#) responding to the EPA's rulemaking for **Docket ID No. EPA-HQ-OAR-2025-0194 — Reconsideration of the 2009 Endangerment Finding and Greenhouse Gas Vehicle Standards**, SEMA identified economic and cultural considerations for re-establishing a foundation of vehicle choice in the U.S. automotive market, which, because of recent GHG emissions policies, have experienced an erosion of affordability and innovation.
- SEMA and its 7,000 member businesses are the heart of the U.S. automotive aftermarket industry, which annually contributes more than **\$337 billion** to the U.S. economy and supports more than **1.3 million** American jobs.
- **Most of the businesses that make up the aftermarket are small businesses**, but there is nothing small about the innovation and ingenuity they show every day. The products that aftermarket businesses manufacture, sell, and distribute to automotive enthusiasts worldwide are **a testament to our nation's engineering superiority**.
- The **SEMA Show** in Las Vegas, the largest trade show in North America, with **160,000 attendees expected**, annually includes the centerpiece "FutureTech Studio" activation, where the organization showcases different propulsion technologies, including EV, hybrid, hydrogen, alternative fuels, and other technological advancements that **represent the "what's next, what's possible" of the American automotive industry**.
- **SEMA is not anti-EV, nor will it ever be**. Rather, SEMA is passionate about protecting the freedom of businesses to deliver the next groundbreaking product, and the American consumer's freedom to choose whether that product fits their needs and lifestyle. Such innovation can only be delivered through **technology-neutral government policy** and by allowing the marketplace to drive demand for these products.

## ABOUT SEMA

SEMA (Specialty Equipment Market Association) serves as a leading voice for the worldwide car culture, representing over 7,000 member companies that create, buy, sell and use specialty-automotive parts that make vehicles more unique, attractive, convenient, safer, fun and even like new again.

Business member benefits include product development resources, market research, networking, education, legislative advocacy and more.

The Association organizes the annual SEMA Show in Las Vegas, Nevada, and actively supports the career and business opportunities that the aftermarket generates. The industry contributes nearly \$337 billion in economic impact to the U.S. economy, supports 1.3 million jobs nationally, and generates \$52.3 billion in parts sales annually. For more information, visit [sema.org](http://sema.org).

# 6R80

February 8, 2026



Year	Make	Model	Engine	Transmission
2014 – 2017	Ford F150	NOTES	3.5L Turbo	6R80
Year	Make	Model	Engine	Transmission

Metal Stamp	FL3P-DD
Ink Code	xxx
Paint Code	xxx

Overall Height	5.700(144.780mm)
Diameter	11.8(299.720mm)
Internal End Play	.020(0.508mm)
Internal Clearance	.100(2.540mm)
Converter Weight	

Hub Style	Flanged – Step – Flats
Hub OD	1.770(44.958mm)
Hub ID	1.428(36.271mm)
Hub Length	2.292(58.217mm)
Depth of Hub Drive	
Thru Hub Length	2.474(62.840mm)

Impeller OD	11.530(292.862mm)
Impeller ID	n/a
Fin Angle	Low Stall
Impeller Height	4.100(104.140mm)

Pilot Style	Stepped
Pilot Diameter	1.375(34.925mm)
Pilot Height	1.060(26.924mm)
Mounting System	4 Studs

**Notes**

2015 Ford Transit 150, 1250, 350 3.5L Turbo Gas

Thread Size	10mm x 1.0
Cover OD	n/a
Cover Thickness	n/a
Cover Height	1.700(43.180mm)
Cover ID	11.560(293.624mm)
Pad Height	n/a
Bolt Circle	11.4(289.560mm)

Part Number	Vendor

Turbine Diameter	10.385(263.779mm)
Internal Spline	32
External Spline	n/a

Stator Diameter	7.130(181.102mm)
Stator Code	OH08-00, G3
Spline Count	24 + 3 Spaces
Blade Count	25

Friction Material	n/a
Notes	
Friction Dimension	n/a X n/a
Piston Markings	n/a
Piston Diameter	9.6(243.840mm)
Bore Diameter	.868(22.047mm)
Piston Thickness	n/a
Damper Style	Springs In Turbine
Spring Description	4 Doubles – 2 Singles
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

**Notes**

2015 Ford Transit 150, 1250, 350 3.5L Turbo Gas

# 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

# TCRA 2026 Seminar – May 1 & 2

June 5, 2025

## The TCRA 2026 Seminar

May 1 & 2 – Salt Lake City, UT

Touring Randy's Transmissions.



Established in 2008, Randy's transmissions came to life out of necessity and with a vision of a shop that offered the highest quality product and unsurpassed customer service. That is the foundation it started with and is in the heart of everyone that is part of the team today.

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Salt Lake City, Utah 84101 USA

Negotiated room Rate – \$204.00/nt

Phone Reservations – 801 328 2000

[Online Hotel Reservations link](#)

Deadline for discounted rate ends 03/31/2026

**Tour – Randy's Transmission and Industrial Injection**

[High-Performance Diesel Transmissions & Parts | Randy's Transmissions](#)

[About Us – Learn More About Randy's Transmission and Our Mission](#)

### Guest Speakers

- Rodger Bland (ATRA)
- Bobby Mace (Babcox – Transmission Digest)
- John Parmenter (Precision International)
- Bob Warnke (Warnke Consulting, LLC)
- Jim Dial (Sonnax)
- Pepe Torres (AUS-TEX Transmission, LLC)

### Member Pricing:

- Member 1st Registration \$320.00 USD
- Additional Attendees \$495.00 USD
- 2 Additional Attendees \$670.00 USD
- 3 Additional Attendees \$845.00 USD
- 4 Additional Attendees \$1,020.00 USD

- 5 Additional Attendees \$1,195.00 USD

**Non-Member Pricing:**

- 1 Non-Member \$470.00 USD
- 2 Non-Member \$845.00 USD
- 3 Non-Member \$1,220.00 USD
- 4 Non-Member \$1,595.00 USD
- 5 Non-Member \$1,970.00 USD
- 6 Non-Member \$2,345.00 USD<



## 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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Brian Wing Board Member  
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## 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](mailto:chorbach@tcraonline.com)

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