



INDUSTRIAL TRADE REPORT | JANUARY 2026

Resilience Under Pressure

We begin 2026 with a familiar but increasingly fragile balance: resilient industrial activity on one side, and softening demand, weaker U.S. dollar and policy uncertainty on the other. Tariffs remain more threatened than realized, yet their cumulative impact continues to weigh on import volumes, material pricing, and sourcing decisions. Globally, economic expansion is holding, but at a slower pace as new orders cool and business optimism remains uneven across sectors. Freight markets are calm but delicate, with excess capacity, blanked sailings, and seasonal disruptions shaping early-year logistics. The question as we head into the year is not whether the system is functioning, but how long markets can absorb policy, pricing, and demand imbalances without something giving.

Executive Brief

Against this backdrop of resilient industrial activity and mounting friction, the following ten points highlight where these forces are most clearly showing up in the data. Together, they trace how policy, pricing, demand, and logistics are interacting as the year gets underway.

- Donald Trump has imposed more tariffs than any American president in at least a century, but only a quarter of the ones he's threatened.
- The ISM® Prices Index registered 58.5 percent in December, matching its November reading and indicating raw materials prices increased for the 15th straight month.
- Global Rubber prices rose above 185 U.S. cents per kilogram, hovering near its highest level since April 2025, supported by increased demand.
- Global economic expansion remained broad-based in December, but the rate of growth has softened alongside a slowdown in new orders growth.
- In December, 7 of the 11 sectors signaled higher activity levels with industrials leading the way for the second month in a row.
- For 2025 container imports to the U.S. totaled 25.4 million TEUs, down just 0.4% from 25.5 million TEUs in 2024.
- The ISM® Industry Import Index remained in contraction for the ninth straight month in December.
- Of the 49 countries the U.S. imported sheet rubber and sheet rubber related products from in 2025, China remained the largest supplier, accounting for 45.5% of total volume.
- Ocean freight rates may rise modestly on U.S. West Coast lanes due to pre-Lunar New Year booking activity, while U.S. East Coast rates are expected to remain softer despite targeted blank sailings intended to support pricing.
- Average truckload shipping spot rates surged to their highest levels in more than two years before beginning to normalize as winter storms impacted carrier and driver availability.

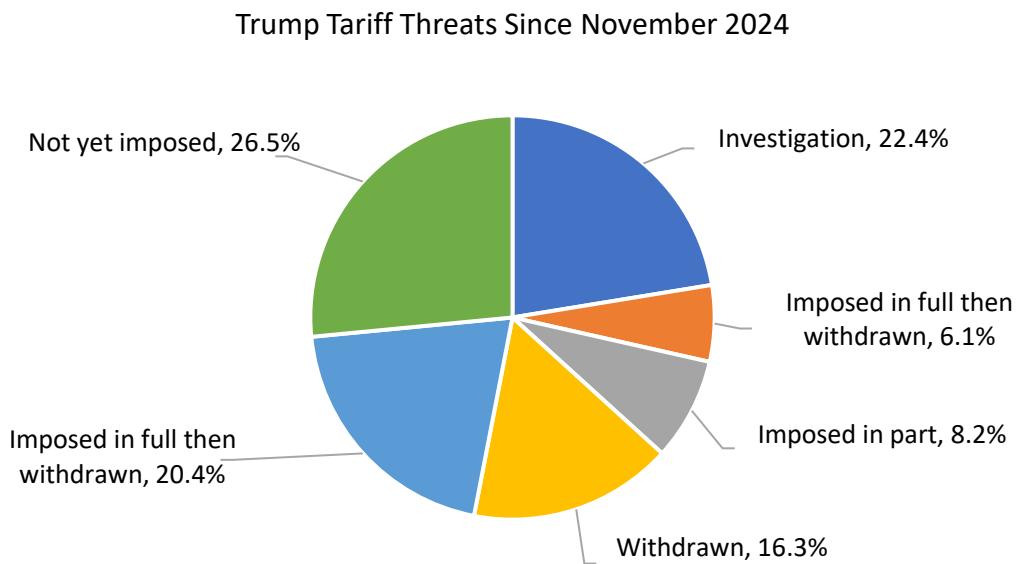
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Tariffs Roundup



Key Takeaways:

- Donald Trump has imposed more tariffs than any American president in at least a century, but only a fraction of the ones he's threatened.
- The withdrawal of a proposed charge on European nations over Greenland is the latest example of how Trump sometimes wields the tariff weapon without firing it.
- To date, Trump has carried out approximately 25% of his threats. Roughly 43% were later withdrawn, (sometimes with a perceived win declared by Trump) or haven't been imposed yet.

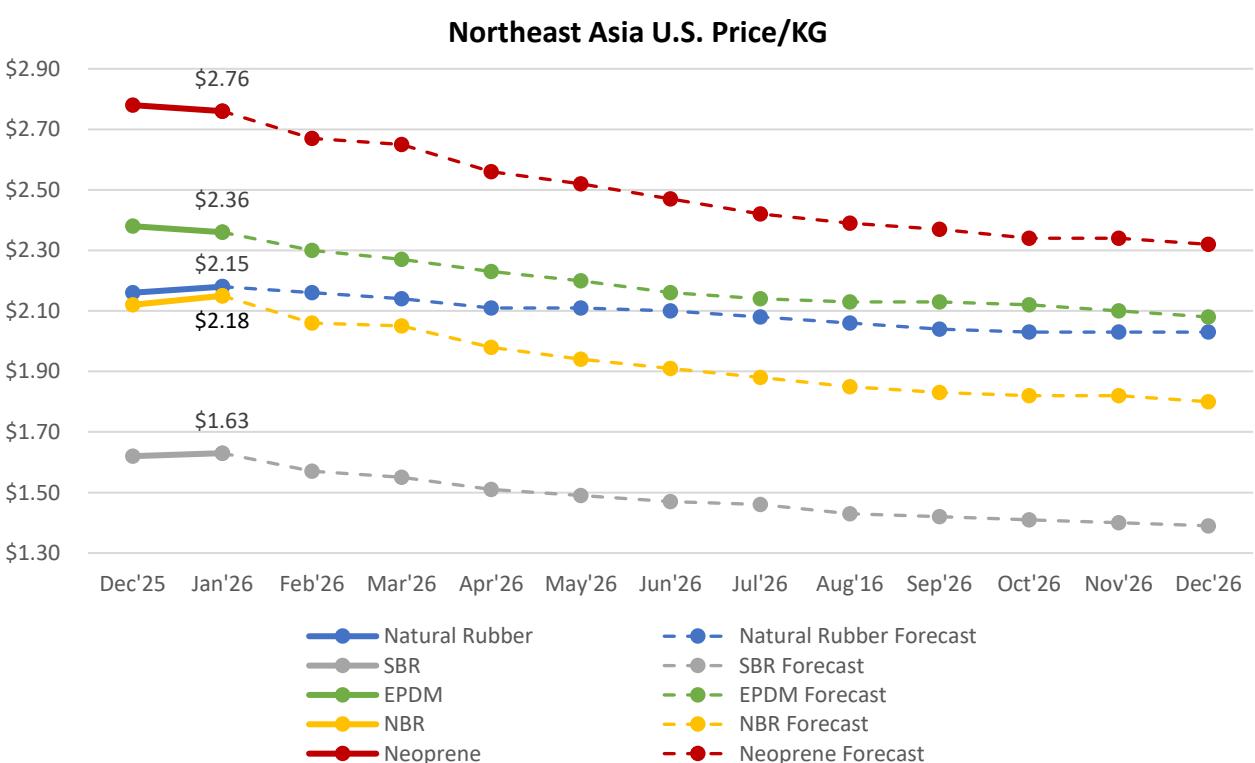
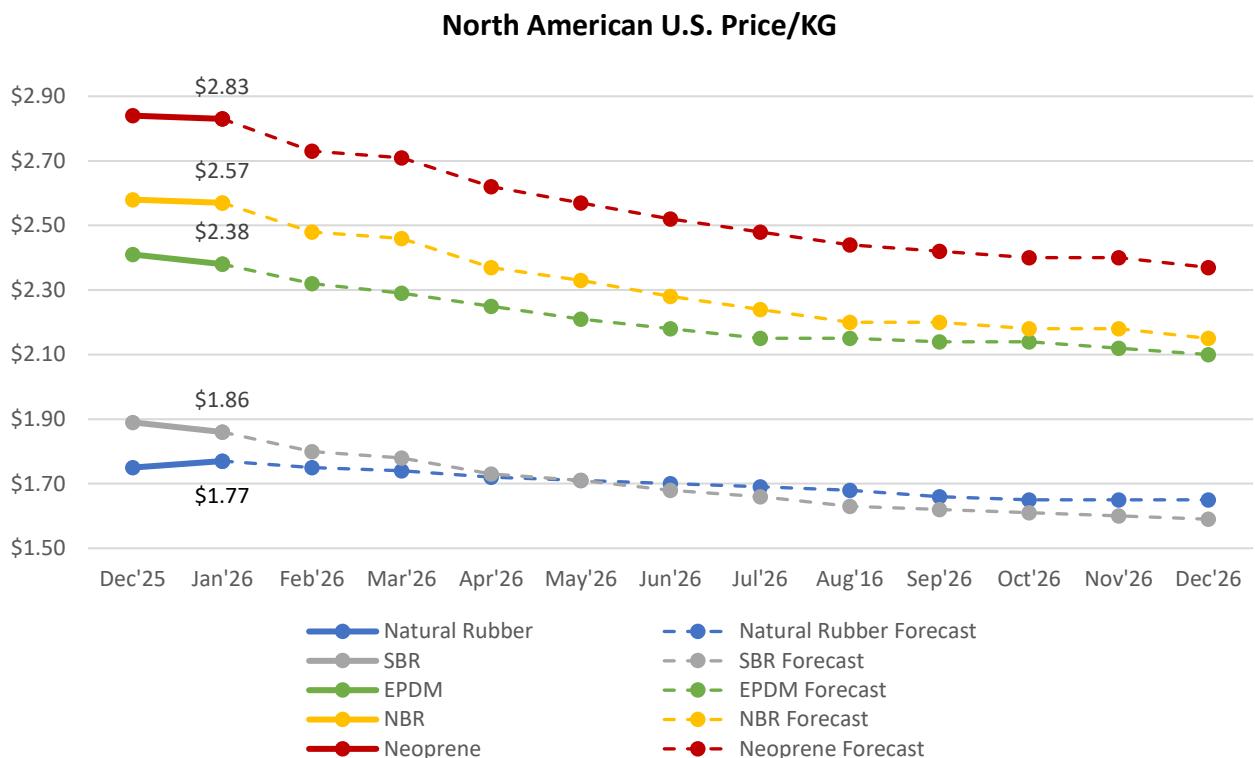
Raw Material Pricing

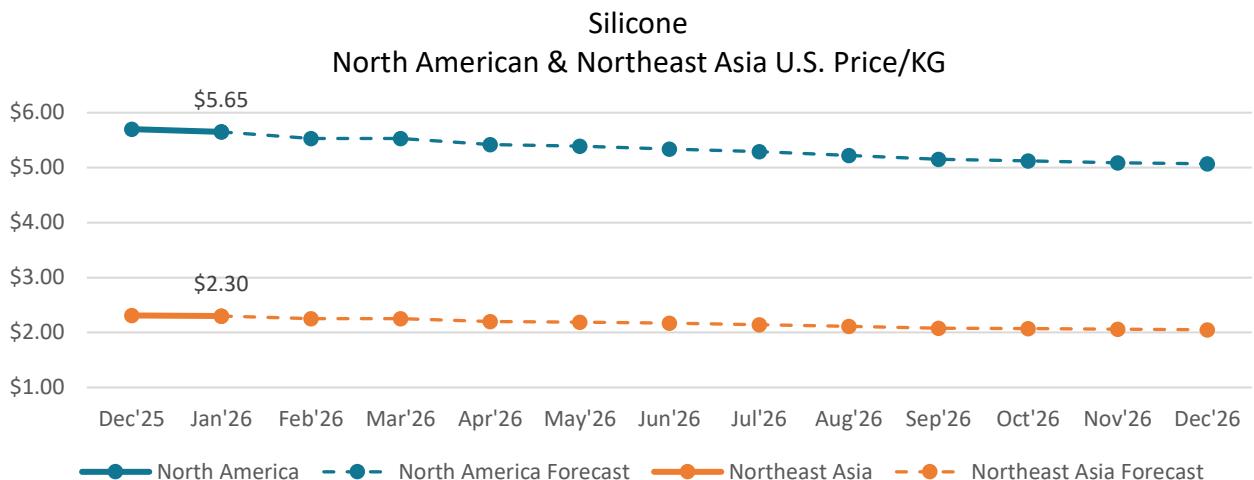
Institute for Supply Management (IMS®) Price Index					
Month	Prices Higher	Prices Same	Prices Lower	Net	Index
Dec 2025	26.4%	64.1%	9.5%	+16.9	58.5
Nov 2025	27.2%	62.6%	10.2%	+17.0	58.5
Oct 2025	27.3%	61.4%	11.3%	+16.0	58.0
Sep 2025	32.5%	58.8%	8.7%	+23.8	61.9
Aug 2025	33.5%	60.4%	6.1%	+27.4	63.7
July 2025	35.4%	58.8%	5.8%	+29.6	64.8
June 2025	45.6%	48.1%	6.3%	+39.3	69.7
May 2025	45.1%	48.5%	6.4%	+38.7	69.4
Apr 2025	49.2%	41.1%	9.7%	+39.5	69.8
Mar 2025	46.0%	46.7%	7.3%	+38.7	69.4
Feb 2025	31.4%	61.9%	6.7%	+24.7	62.4
Jan 2025	20.7%	68.3%	11.0%	+9.7	54.9
2024 Index Average Jan.-Dec.					53.6
2023 Index Average Jan.-Dec.					46.6
2022 Index Average Jan.-Dec.					64.7
2021 Index Average May-Dec.					82.8
Price index under 50 means prices are decreasing					
Price index above 50 means prices are increasing					

Key Takeaways:

- The ISM® Prices Index registered 58.5 percent in December, matching its November reading and indicating raw materials prices increased for the 15th straight month.
- Higher prices were reported by 26.4% of respondents in December, down just 0.8% from November.
- The index reading continues to be driven by increases in steel and aluminum prices that impact the entire value chain, as well as tariffs applied to many imported goods.
- In December, the 11 of 18 industries that reported paying increased prices for raw materials are: Fabricated Metal Products; Electrical Equipment, Appliances & Components; Furniture & Related Products; Machinery; Primary Metals; Transportation Equipment; Miscellaneous Manufacturing; Wood Products; Nonmetallic Mineral Products; Computer & Electronic Products; and Food, Beverage & Tobacco Products.
- The four industries that reported paying decreased prices for raw materials in December are: Textile Mills; **Plastics & Rubber Products**; Paper Products; and Chemical Products.

Rubber Pricing





Key Takeaways:

Natural Rubber

North America:US\$1.77/KG, 1.1% up
Northeast Asia:US\$2.18/KG, 0.9% up

NBR

North America:US\$2.57/KG, -0.4% down
Northeast Asia:US\$2.15/KG, 1.4% up

SBR

North America:US\$1.86/KG, -1.6% down
Northeast Asia:US\$1.63/KG, 0.6% up

Neoprene

North America:US\$2.83/Index, -0.4% down
Northeast Asia:US\$2.76/Index, -0.7% down

EPDM

North America:US\$2.38/KG, -1.2% down
Northeast Asia:US\$2.36/KG, -0.8% down

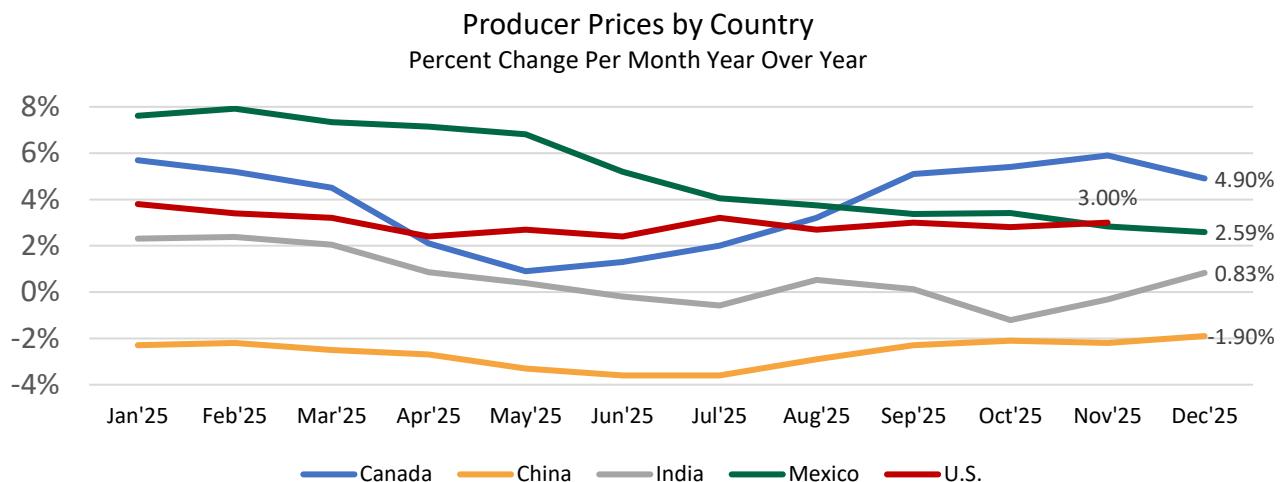
Silicone

North America:US\$5.65/KG, -0.9% down
Northeast Asia:US\$2.3/KG, -0.4% down

January Summary:

- Global Rubber prices rose above 185 U.S. cents per kilogram, hovering near its highest level since April 2025, supported by increased demand.
- Prices were further underpinned by higher oil prices that raised the cost of synthetic rubber, enhancing natural rubber's relative appeal.
- At the same time, concerns over tightening supplies from key ASEAN producers persist, as seasonal factors and adverse weather conditions continued to limit output.
- Forecasts of slower overall auto sales growth in China could weigh on future rubber demand, though this has been partly offset by signs the European Commission may replace import tariffs with a minimum price system for Chinese EVs, supporting export and demand prospects.

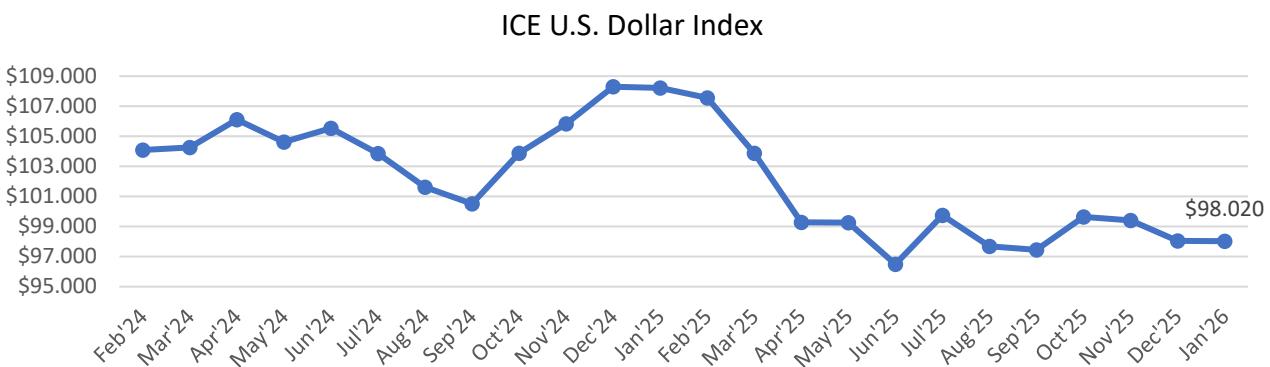
Producer Prices By Country



Key Takeaways:

- *Due to the U.S. government shutdown, Nov. 2025 is the latest data available for U.S.
- U.S. Producer Prices rose 0.2% in November, with the increase being heavily influenced by energy prices which spiked 4.6%. Goods prices, which are most exposed to higher import costs, are up at a notable 5.1% annual rate over the past six months.
- China's producer prices fell -1.9% YoY in December, extending the contraction for a 39th consecutive month. Production material prices fell more slowly (-2.1% vs -2.4%), with decreases softening in raw materials (-2.6% vs -2.9%), and processing (-1.6% vs -1.9%). For the full year of 2025, producer prices shrank -2.6%.
- India's wholesale prices rose 0.83% YoY in December, rebounding from a -0.32% decline in November. This marked the first increase in three months and the fastest pace since April, driven mainly by stronger manufacturing prices. Manufacturing inflation also accelerated to 1.82% from 1.33% in November.

Foreign Exchange



Key Takeaways:

- The ICE U.S. Dollar Index (DXY) is a benchmark measuring the value of the USD against a basket of six major currencies (EUR, JPY, GBP, CAD, SEK, CHF). It serves as a key indicator for the currency's strength.
- The U.S. dollar is expected to remain weak through the first half of 2026 due to anticipated Federal Reserve rate cuts, before potentially rebounding in the second half driven by new government spending and tariff-induced inflation.
- A weaker U.S. dollar generally makes it more expensive for businesses to import goods from Asia, as it reduces purchasing power and often leads to higher procurement costs and compressed profit margins.

Global PMI Manufacturing Heatmap

Included components for calculating the manufacturing conditions of each country are; Production output, new orders, new export orders, backlogs of work, employment, input prices, output prices, future expectations, quantity of purchases, suppliers' delivery times, stocks of purchases, stocks of finished goods.

		Jan 25	Feb 25	Mar 25	Apr 25	May 25	Jun 25	Jul 25	Aug 25	Sep 25	Oct 25	Nov 25	Dec 25
Global	Global												
Americas	Brazil												
	Canada												
	Mexico												
	United States												
Europe	Eurozone												
	France												
	Germany												
	Italy												
	Netherlands												
	Poland												
	Spain												
	UK												
Asia Pacific	China												
	India												
	Indonesia												
	Japan												
	Philippines												
	South Korea												
	Taiwan												
	Thailand												
	Vietnam												
	ASEAN												
Improving at a faster rate													
Improving at a slower rate													
Deteriorating at a slower rate													
Deteriorating at a faster rate													
At a neutral 50.0 mark													

Key Takeaways:

- Global economic expansion remained broad-based in December, but the rate of growth has softened alongside a slowdown in new orders growth.
- December's PMI data indicated that, while both the rates of global input cost and output price inflation increased at a faster pace compared with November, price pressures remained generally muted by recent standards. This was especially the case for the manufacturing sector, where output prices rose at a below-average rate.

Global Sectors Heatmap

Key Takeaways:

- In December, 7 of the 11 sectors signaled higher activity levels with industrials leading the way for the second month in a row.
- Chemicals saw the fastest reduction in output growth for the month. The moderate decline was the first in five months and coincided with a solid reduction in new orders that was the strongest recorded since September 2024.
- Three of four Basic Materials components signaled weaker order books as well.
- Turning to prices, just over half of the monitored sectors signaled a quicker rise in their average input costs in December. The strongest rises in costs were seen in Forestry & Paper Products.

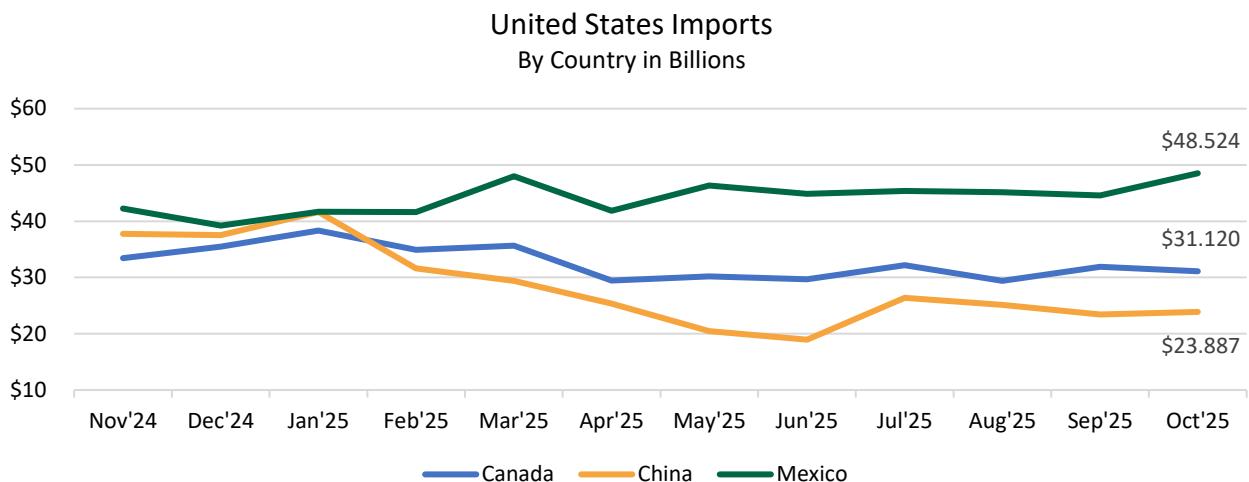
Total Trade Volume



Key Takeaways:

- *Due to the U.S. government shutdown, Oct. 2025 is the latest data available for U.S.
- Combining both imports and exports provide insights into the overall health and dynamics of that country or sector. If the totals are growing, it indicates a healthy, expanding economy or marketplace benefiting from both strong domestic and international markets.
- For the U.S. in October 2025, exports of goods increased \$7.1 billion to \$195.9 billion and imports decreased \$12.1 billion to \$255.0 billion. In the last year, exports are up 12.1%.
- For October 2025, Canada's merchandise imports increased 3.4%, while exports were also up 2.1%. As a result, Canada's merchandise trade balance with the world went from a small surplus of \$243 million in September to a deficit of \$583 million in October.

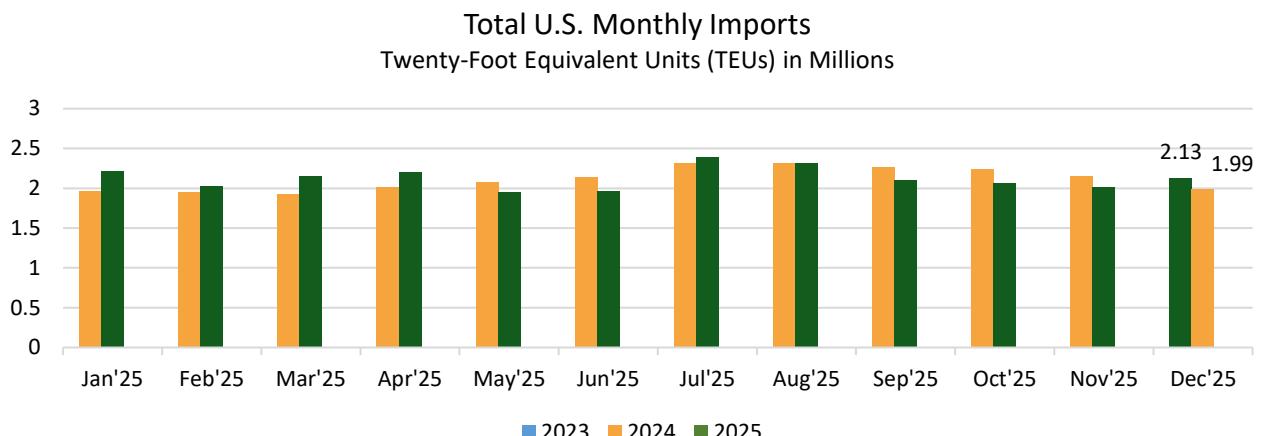
Total U.S. Imports By Country



Key Takeaways:

- *Due to the U.S. government shutdown, Oct. 2025 is the latest data available for U.S.
- In October 2025, U.S. imports from Canada decreased -2.4% due to reduced export volumes and the U.S. raising tariffs on many Canadian imports, adding an extra 10 % duty on selected goods (not covered by the USMCA) including lumber and wood products. While exchange rate moves slightly eased price pressure, they did not materially change the downward trend in import volumes for the month.
- Mexico remained the largest supplier of goods to the U.S. for the first 10 months of 2025. Many Mexican exports benefit from USMCA tariff-free treatment, but stricter origin rules and tariff reclassification for some goods are starting to introduce new trade costs.
- U.S. imports from China increased 2% in October, however the overall trade environment remains the same. Tariff pressure and trade policy uncertainty continue to weigh on import demand, and many companies are trying to move toward “China +1” strategy to mitigate longer-term geopolitical and cost risks where possible.
- China’s import mix continues to be concentrated in consumer goods and industrial inputs.

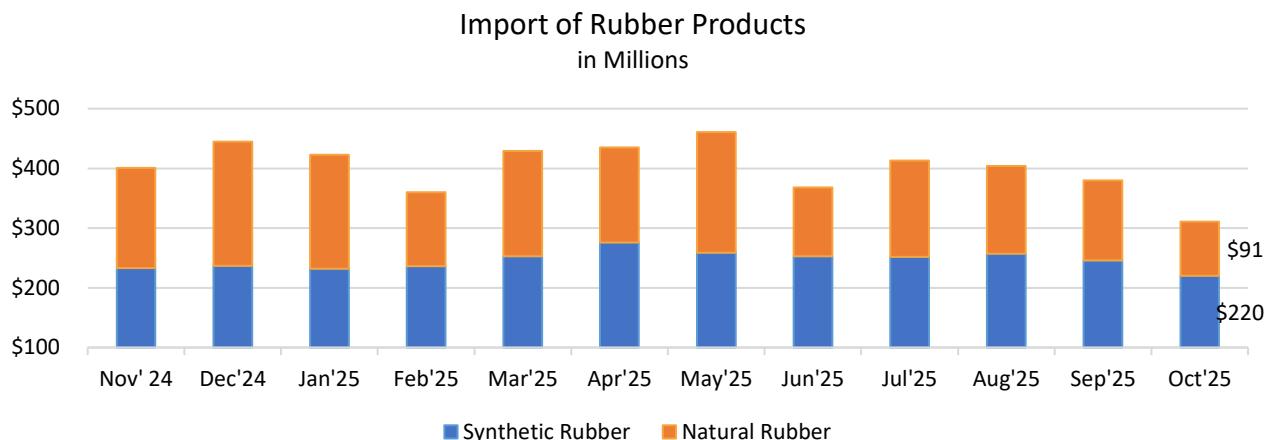
Total U.S. Container Imports



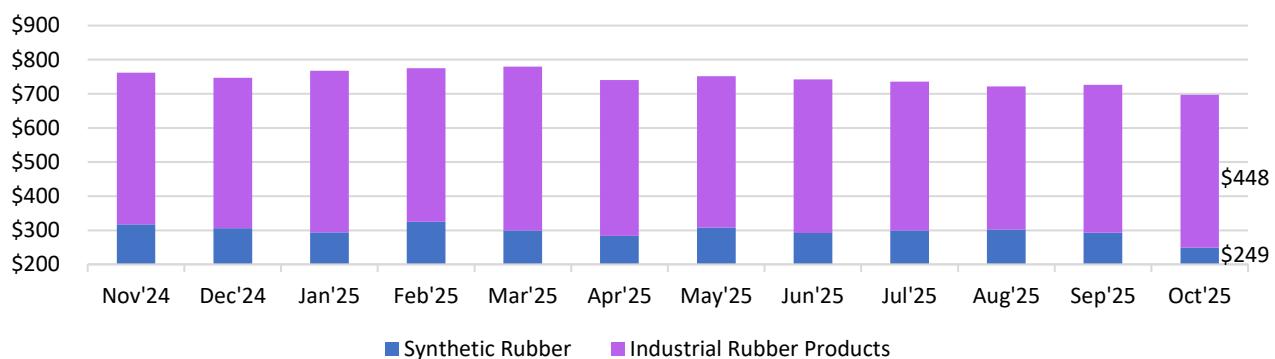
Key Takeaways:

- In December, U.S. ports processed 1.99 million TEUs, down -6.6%.
- December is a traditionally slow, but the YoY declines are partly because imports in late 2024 were elevated by concerns over port strikes. In addition, many retailers imported cargo earlier than usual in 2025 to avoid tariffs.
- For 2025 container imports to the U.S. totaled 25.4 million TEUs, down just 0.4% from 25.5 million TEUs in 2024.
- As we move into January, import volumes are forecasted to see their first month-over-month (MoM) gain in six months but are expected to remain down YoY until spring.

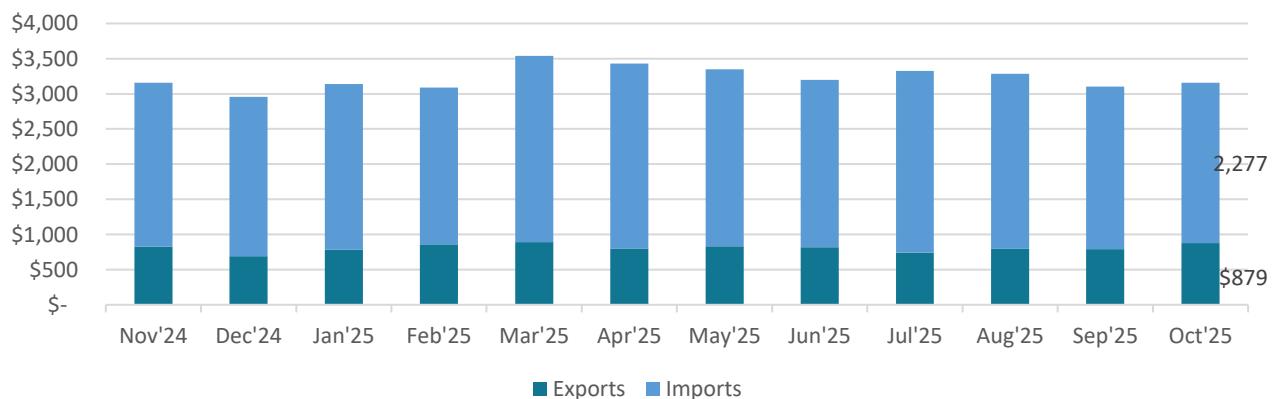
U.S. Rubber Import & Export Stats



Export of Rubber Products
in Millions



Rubber Manufactured Goods
in Millions



U.S. Industry Import Index

Institute for Supply Management (IMS®) Import Index						
Month	Percent Reporting	% Higher	% Same	% Lower	Net	Index
Dec 2025	84%	9.5%	70.1%	20.4%	-10.9	44.6
Nov 2025	84%	13.4%	71.0%	15.6%	-2.2	48.9
Oct 2025	84%	10.4%	69.9%	19.7%	-9.3	45.4
Sep 2025	84%	9.9%	69.6%	20.5%	-10.6	44.7

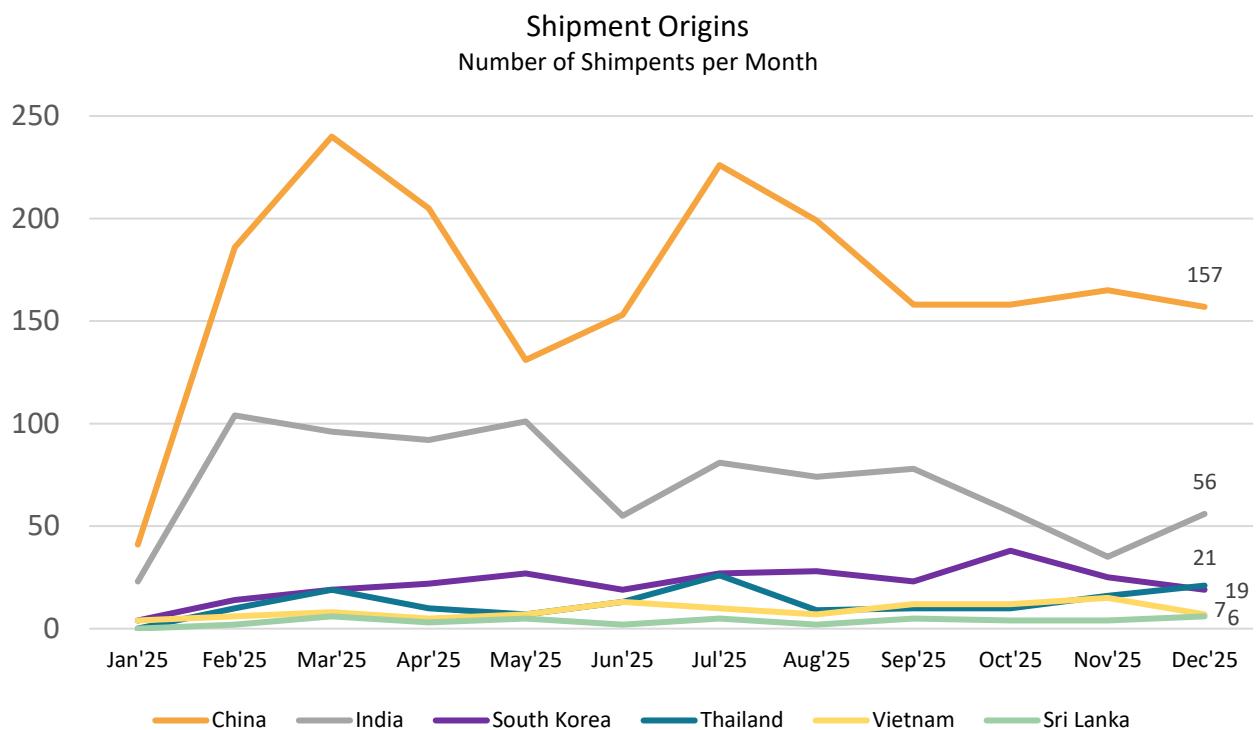
Index over 50 means imports are increasing

Index under 50 means imports are decreasing

Key Takeaways:

- The ISM® Industry Import Index remained in contraction for the ninth straight month in December after a three-month period of expansion.
- The December figure of 44.6% is a decrease of 4.3% compared to November as tariff-related pricing pressures are continuing to result in softer demand.
- Only one industry, Electrical Equipment, Appliances & Components, reported higher imports in December.
- The 13 industries that reported lower volumes in December, in the following order, are: Printing & Related Support Activities; Textile Mills; Wood Products; Paper Products; Nonmetallic Mineral Products; **Plastics & Rubber Products**; Computer & Electronic Products; Fabricated Metal Products; Primary Metals; Miscellaneous Manufacturing; Machinery; Chemical Products; and Transportation Equipment.

U.S. Sheet Rubber Imports By Country



Key Takeaways:

- Of the 49 countries the U.S. imported sheet rubber and sheet rubber related products from in 2025, China remained the largest supplier, accounting for 45.5% of total volume.
- Rounding out the rest of the top three, are India, with 19% and South Korea with 5.8%.
- Despite the enhanced tariffs in 2025, China was able to increase its lead at the top growing 0.7% YoY, while both India and South Korea decreased slightly at -2.5% and -1.2% YoY, respectively.

Port Operations

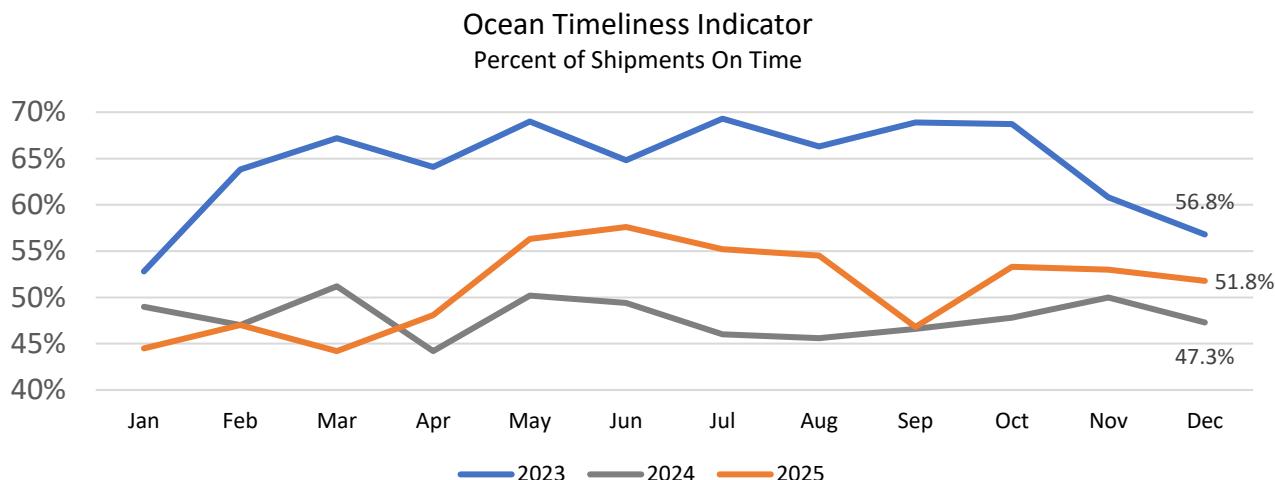
Current North America Vessel Dwell Times				
Region	Port	Vessels Waiting	Average Wait for Birth	Rail Dwell Times
U.S. West Coast	LA/LB	2	0 days	7 days
	OAK	3	0 days	6 days
	SEA/TAC	0	0 days	6 days
Canada West Coast	Van	3	1 day	6 days
	PRR	4	2 days	6 days
U.S. East Coast / Gulf Coast	NY/NJ	1	0 days	4 days
	BAL	5	0 days	7 days
	NOR	6	0 days	3 days
	CHS	2	0 days	4 days
	SAV	5	1 day	3 days
	HOU	1	4 days	7 days

Improving over last month	 	Consistent over last month	 	Deteriorating over last month	
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Key Takeaways:

- After the typical seasonal slowdown in November, container volumes across the top 10 U.S. ports increased by 35,853 TEUs in December 2025, a 2.0% MoM gain.
- The Port of Los Angeles reported that it handled 10.2 million container units in 2025, making it the third busiest year in the Southern California shipping hub's history. The Port of Long Beach also reported it processed more than 9 million TEUs in 2025 for just the third time in its 115-year history.
- U.S. containerized imports from China totaled 705,789 TEUs in December, down -1.0% MoM, which equates to -21.8% YoY, and -31% below the July 2024 peak.
- China's share of total U.S. container imports eased further to 31.7%, in December, which was the lowest December total of the last six years and continued the gradual decline observed throughout 2025.
- Overall, container ports are operating at healthy utilization levels, but operational challenges remain. Equipment shortages at inland rail locations persist due to reduced import volumes limiting container availability for exports.

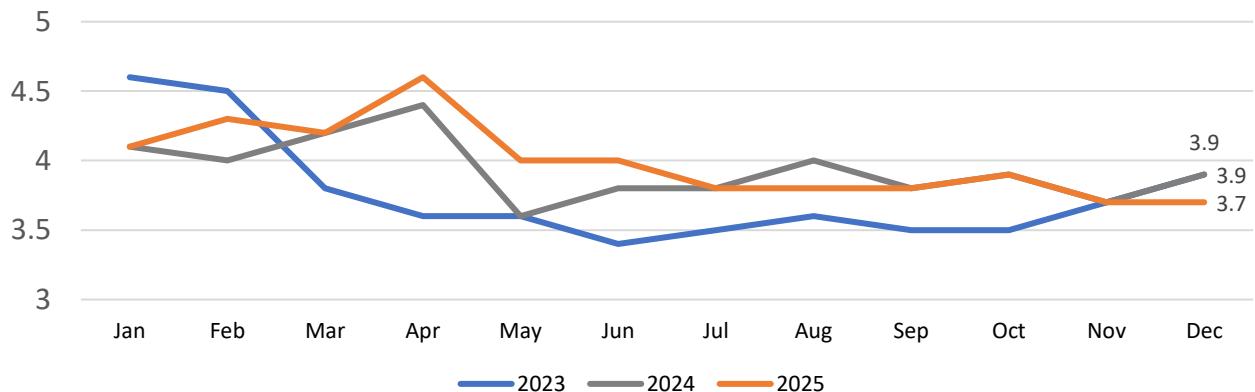
Global Ocean Freight Schedule Reliability



Key Takeaways:

- Global on-time performance declined slightly in December, reaching 51.8%. Despite this MoM dip, the year closed 7.3% higher than January, reflecting steady overall progress.
- Of the 11 primary trade lanes, Asia ↔ North America's performance continues to fall in the middle of the pack operating at 55.9%, 4.1% higher than the global average.

Delay for Late Vessels
Average time to delivery (in days)



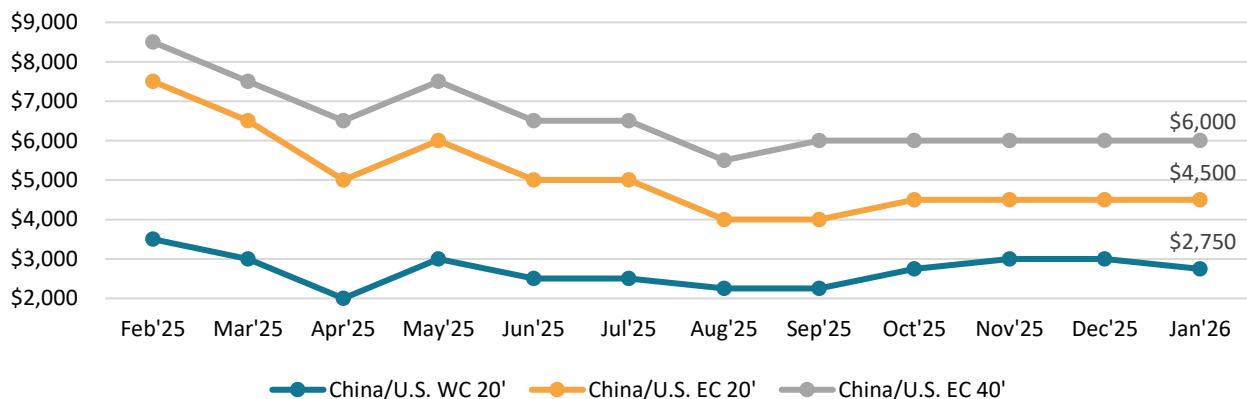
Key Takeaways:

- Average delays remained stable with late vessels averaging a 3.7-day delay, keeping consistent with the previous month. This consistency suggests that operational disruptions were contained, even as broader market pressures persisted.

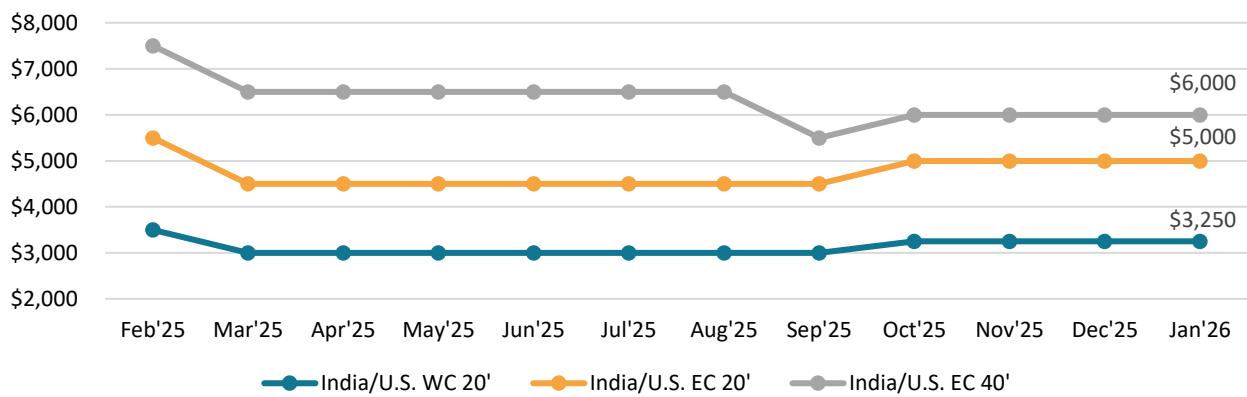
Ocean Freight Rates

All rates stated on this page are GCP's port to door rates, fully delivered, inclusive of all fees.

Average GCP/China Container Cost, U.S. Dollars



Average GCP/India Container Cost, U.S. Dollars

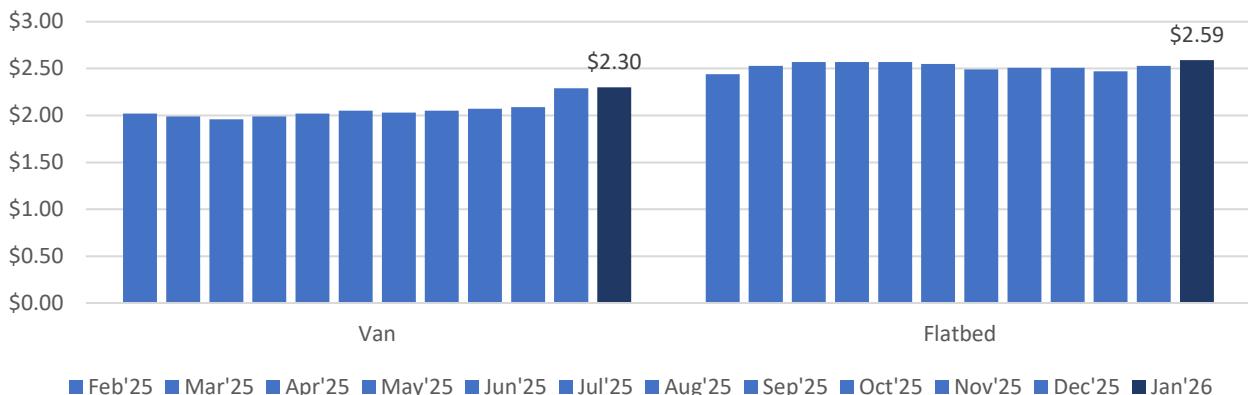


Key Takeaways:

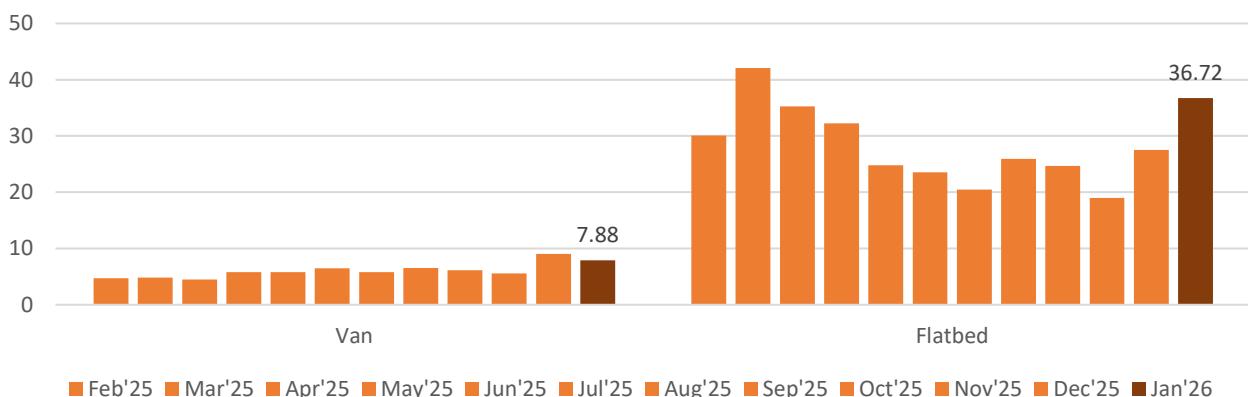
- Ocean carrier capacity remains relatively high, estimated at 80-85%. Capacity is projected to see a slight uptick to 90% in the first half of February.
- Spot rates may see limited increases, particularly on U.S. West Coast lanes, driven by pre-Lunar New Year booking activity. U.S. East Coast rates are likely to remain softer, though targeted blank sailings will try to establish pricing support.
- Soft demand is expected to persist through early 2026 as carriers continue to implement blank sailing programs to balance capacity with market conditions.

Truckload Shipping

North American Trucking Rates
Average Spot Rate/Mile, U.S. Dollars



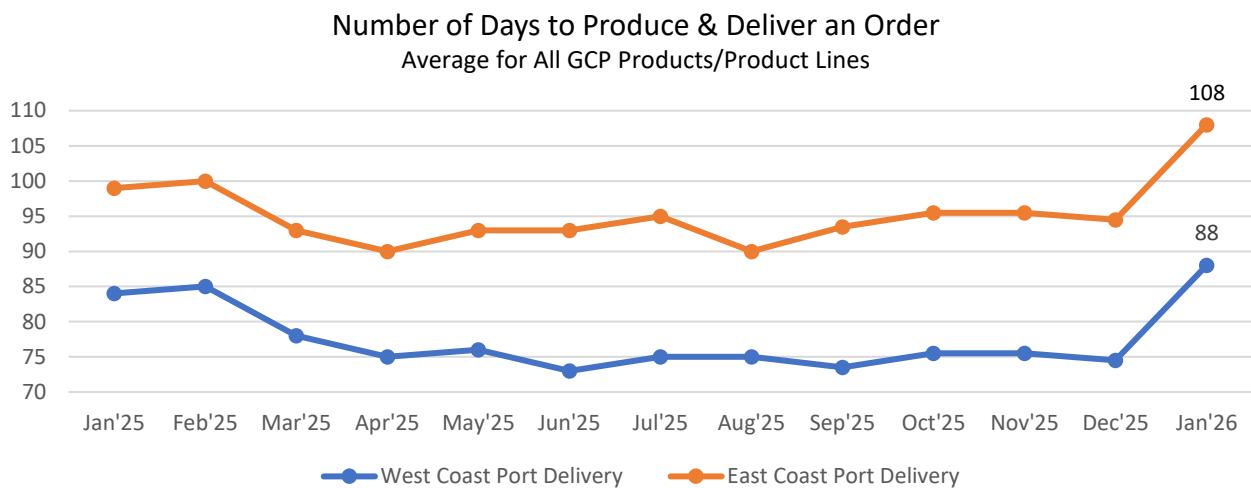
North American Load-to-Truck Ratio
Average Number of Loads Posted for Every Truck Posted



Key Takeaways:

- Average spot rates surged to their highest levels in more than two years before beginning to normalize as January progressed. Rates are expected to ease in February and March as seasonal pressures (winter storms) subside.
- On the supply side, capacity has eased but continues to exceed historical norms, with recent tightness largely attributable to weather effects and reduced carrier and driver availability during the holiday period.
- Key freight demand indicators remain muted, suggesting demand-side pressures are not yet driving market pricing shifts.

GCP Production Times



Key Takeaways:

- The chart above represents the aggregated time it takes for an average GCP order to be fulfilled, from submission of the purchase order to the delivery of the product. It consolidates data from all facilities into a single figure, including the time required to book a container (currently averaging 10.5 days) along with ocean shipping and all other transit times.
- For specific production times on each of our product lines and products, please see our January 2026 production index. ([View here](#))
- For January 2026, GCP production times for East Coast delivery are up 14.2% MoM and 9.9% YoY. For West Coast delivery, production times are up 18.1% MoM and 4.7% YoY. This follows regular seasonality trends with Chinese New Year right around the corner.

Resources

Tariffs Roundup

- <https://news.bloomberglaw.com/international-trade/trumps-tariffs-do-bite-but-not-nearly-as-much-as-he-barks>

Raw Material Pricing

- <https://www.ismworld.org/supply-management-news-and-reports/reports/ism-pmi-reports/pmi/december>

Rubber Pricing

- <https://tradingeconomics.com/commodity/rubber>
- <https://businessanalytiq.com/procurementanalytics/index/natural-rubber-price-index/>
- <https://businessanalytiq.com/procurementanalytics/index/styrene-butadiene-rubber-sbr-price-index/>
- <https://businessanalytiq.com/procurementanalytics/index/epdm-rubber-price-index/>
- <https://businessanalytiq.com/procurementanalytics/index/acrylonitrile-butadiene-rubber-nbr-price-index/>
- <https://businessanalytiq.com/procurementanalytics/index/chloroprene-latex-price-index/>
- <https://businessanalytiq.com/procurementanalytics/index/silicone-price-index/>

Producer Prices By Country

- <https://tradingeconomics.com/canada/producer-prices-change>
- <https://tradingeconomics.com/china/producer-prices-change>
- <https://tradingeconomics.com/india/producer-prices-change>
- <https://tradingeconomics.com/mexico/producer-prices-change>
- <https://tradingeconomics.com/united-states/producer-prices-change>

Foreign Exchange

- <https://cambridgecurrencies.com/usd-forecast-2026/>
- <https://www.marketpulse.com/markets/2026-us-dollar-forecast-how-the-fed-government-spending-and-ai-will-drive-volatility/>
- <https://ca.investing.com/currencies/us-dollar-index-historical-data>
- <https://tradingeconomics.com/united-states/currency>

Global PMI Manufacturing/Global Sectors Heatmap

- <https://www.spglobal.com/marketintelligence/en/mi/research-analysis/monthly-pmi-bulletin-january-2026.html>
- https://cdn.ihsmarkit.com/www/pdf/0126/PMI_monthly_bulletin_2601.pdf
- <https://www.pmi.spglobal.com/Public/Home/PressRelease/b6c95039f0ad4b0e9c6e773c81f1db63>

Total Trade Volume

- <https://www.bea.gov/news/2026/us-international-trade-goods-and-services-october-2025>
- https://www.census.gov/foreign-trade/Press-Release/current_press_release/ft900.pdf
- <https://www150.statcan.gc.ca/n1/daily-quotidien/260108/dq260108a-eng.htm>
- <https://www150.statcan.gc.ca/n1/en/daily-quotidien/260108/dq260108a-eng.pdf?st=7yUXa6z3>
- <https://www150.statcan.gc.ca/n1/daily-quotidien/260108/t002a-eng.htm>

Total U.S. Impots By Country

- <https://www.census.gov/foreign-trade/balance/c1220.html>
- <https://www.census.gov/foreign-trade/balance/c5700.html>
- <https://www.census.gov/foreign-trade/balance/c2010.html>

Total U.S. Container Imports By Month

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U.S. Rubber Import & Export Stats

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