TRANSXPRESS



PRACTICAL GUIDE · TYRES AND MINING MACHINES

Buying OTR (giant) tyres for a mine in Guinea: specifications, storage and transport

On a mine, tyres are one of the largest cost items of a haul truck and a frequent cause of downtime. OTR (off-the-road) tyres for large machines are technical products, made by few factories worldwide and often allocated by quota. Buying them well means giving a complete specification, planning ahead, then storing and transporting them without damage.

TRANSXPRESS SARL · Conakry, Guinea October 2026 edition transxpress.co/en/guides/acheter-pneus-otr-mine-guinee/

CONTENTS

01 How do you buy OTR tyres well?
02 The specifications to give the supplier
03 Availability: plan ahead so machines do not stop
04 Storing giant tyres on site
05 Transporting an out-of-gauge tyre
06 Importing tyres into Guinea
07 What we do for you

01 How do you buy OTR tyres well?

To buy OTR tyres for a mine in Guinea, send the supplier a complete specification (size, construction, service category, tread pattern, compound, work capacity), compare offers from identified manufacturers, order well before you need them and prepare storage and out-of-gauge transport before arrival. The tyre price matters, but life on your haul roads and availability matter more.

02 The specifications to give the supplier

- The full size as moulded on the sidewall of the current tyre: width, series, construction and rim diameter.
- The construction: radial or bias. They are not mixed on the same axle.
- The standard service category: haulage (haul trucks), loading (loaders, wheel dozers) or grading (graders), and the tread depth.
- The tread pattern and rubber compound (resistance to cuts, heat or wear) suited to your haul roads and materials.
- The tyre's work capacity (TKPH rating or equivalent, which expresses the load and speed the tyre withstands without overheating), calculated on your actual cycles.
- The load and speed index, or the casing strength rating, and compatibility with your rims.
- The machine model, the position (front, rear) and, where possible, the reference currently fitted.

> Photograph the sidewall of the current tyre: the size, brand, pattern and markings on it avoid most ordering errors.

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03 Availability: plan ahead so machines do not stop

Very large sizes are made in limited volumes and manufacturers often allocate their output among their customers. The time between order and delivery on site can therefore be long and variable, and a shortage can stop a machine.

- Track the wear of each tyre (hours, remaining tread) to forecast replacements.
- Set a safety stock for each size, based on actual consumption and the supply time observed.
- Consult several manufacturers or distributors for each critical size, and approve equivalents with the maintenance department.
- Plan orders on a schedule rather than buying in an emergency.

04 Storing giant tyres on site

- Away from direct sun, rain and standing damp, on flat, clean ground.
- Away from sources of ozone and heat (electric motors, generators, welding stations) and from hydrocarbons, solvents and chemicals.
- Standing on the tread for large sizes, chocked, and rotated regularly to avoid deformation.
- First in, first out: the date of manufacture is marked on the sidewall, check it on receipt.
- Handling only with a tyre handler or suitable lifting accessories, never with the bare forks of a forklift.

05 Transporting an out-of-gauge tyre

A large haul truck tyre often exceeds the width or height of an ordinary load. Its transport is prepared as an abnormal load.

- Choice of vehicle (flatbed, low-bed semi-trailer) according to the diameter, width and weight.
- Lashing with wide straps and chocks, with no chain directly on the rubber.
- Abnormal load permits and escort as required by the regulations in force and the load dimensions.
- Route survey to the site: bridges, power lines, bends, tracks.
- Unloading on site with suitable lifting equipment, arranged before the truck arrives.

06 Importing tyres into Guinea

New rubber tyres fall under heading 40.11 of the ECOWAS Common External Tariff (CET); the subheading depends on the machine type and the size. Retreaded or used tyres fall under another heading, 40.12. The applicable duty depends on the classification and on the importer's regime; the exact amount is the one on the assessment (the official calculation of duties and taxes issued by customs).

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- The invoice describes each tyre with its full size, construction and pattern.
- The unit weight and overall dimensions appear on the packing list, to prepare port exit and transport.
- The applicable regime (ordinary regime or a special regime under a mining agreement) is checked before shipment.

07 What we do for you

TransXpress consults manufacturers and distributors, buys on your behalf, arranges shipping, clears the tyres in Conakry and transports them to your site, including as an out-of-gauge convoy. Send us the full size (a photo of the sidewall is enough), the machine model, the position and the quantities.

? Frequently asked questions

Can radial and bias tyres be mixed on the same machine?

No, not on the same axle: they behave differently and wear becomes uneven. Follow the machine and tyre manufacturers' recommendations.

What is a tyre's TKPH rating?

A measure of the tyre's work capacity, combining the load carried and the average speed. If the actual TKPH of your cycles exceeds the tyre's, it overheats and wears prematurely.

What is the tariff heading for OTR tyres?

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General information guide written by TransXpress. Customs rules and procedures change: every file is checked against the documents and the regulations in force. This guide is neither a quotation nor a commitment.

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TransXpress supports mining, industrial and construction operators in Guinea and on the corridors to Mali and Sierra Leone. A name, a number and a few words are enough: we call you back within 24 business hours.

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