TRANSXPRESS



PRACTICAL GUIDE · PROCUREMENT AND SUPPLY

Mining wear parts and consumables: securing supply to your site in Guinea

A mill stopped for lack of liners costs more than a whole stock of wear parts. TransXpress supplies mining and industrial sites in Guinea with wear parts, consumables and spare parts, from the manufacturer to the site store. Here is how we structure these flows.

TRANSXPRESS SARL · Conakry, Guinea October 2026 edition transxpress.co/en/guides/pieces-usure-consommables-mines/

CONTENTS

01 What we supply
02 An unambiguous specification
03 OEM, equivalent or rebuilt
04 Lead times, safety stock and framework agreements
05 From the manufacturer to the site store

01 What we supply

- Grinding and crushing: forged or cast grinding balls, high-chrome, mill liners, jaws, crusher mantles and concaves.
- Loading and earthmoving: bucket teeth and adapters, blades, cutting edges, wear plates and protection.
- Handling and processing: conveyor belts, idlers, pulleys, scrapers, screen panels and meshes, pumps and pump parts.
- Fleet: filters, belts, OTR tyres, batteries, oils and greases, OEM service kits.
- Workshop and site: hydraulic and electrical parts, welding consumables, cables and slings, tools, PPE.

02 An unambiguous specification

Most supply delays come from an incomplete specification, not from transport. Before any request for quotation, we lock down with your maintenance team:

- The OEM part number or the dimensioned drawing, with its revision.
- The steel grade and hardness for wear parts.
- Dimensions, unit weight and packaging.
- The machine, model and serial number for spare parts.
- The certificates required: material, conformity, origin.

03 OEM, equivalent or rebuilt

For the same part there are often three routes: the OEM part, an equivalent part from a qualified manufacturer, or a rebuilt component. OEM is the right choice for critical or warrantied components.

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Wear parts from qualified manufacturers often deliver the same service life at a lower cost. Rebuilding suits some major components: pumps, cylinders, engines, transmissions.

We present the options side by side, with prices, lead times and service-life references, and you make the call.

04 Lead times, safety stock and framework agreements

Between manufacturing, sea freight and the road inland, a wear part can take several weeks to several months. The answer is not permanent urgency but planning:

- Reorder points set on the actual consumption of each part.
- A regular, consolidated sea freight flow, with air freight kept for real emergencies.
- Framework agreements with fixed prices and scheduled deliveries.
- Stock built up before the rainy season for the most remote sites.

05 From the manufacturer to the site store

1. Request for quotation to qualified manufacturers and a comparative offer.
2. Pre-shipment inspection: quantities, markings, certificates, packing.
3. Consolidation and shipment by sea or air.
4. Customs clearance in Conakry, including under an exemption regime when your project benefits from one.
5. Delivery to the site store with the packing list and the complete document file.

> One point of contact follows the order end to end, and you receive a single invoice: goods, freight, duties and taxes, and delivery.

? Frequently asked questions

Do you supply grinding balls and liners?

Yes, as well as other wear parts for grinding, crushing and loading, OEM or from qualified manufacturers, according to your site's specification.

Can you handle recurring orders?

Yes, under a framework agreement with fixed prices and deliveries planned around your consumption.

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Do you deliver to site?

Yes, from the manufacturer's plant to your site store, customs clearance included.

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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ONE POINT OF CONTACT, FROM THE PORT TO YOUR SITE

Procurement, freight forwarding and customs, heavy transport and equipment rental in Guinea.

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.

QUOTE

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