



SCORPION 3015 PORTABLE TRANSLOADER

MORE MATERIAL. SMALLER FOOTPRINT.

Up to 350 tons per hour, with 28'-7" from inlet to discharge.

350

UP TO • TPH* RATED

650

UP TO • FPM BELT SPEED

50°

CONVEYOR INCLINE

28'-7"

INLET TO DISCHARGE



Engineered to Do the Impossible.

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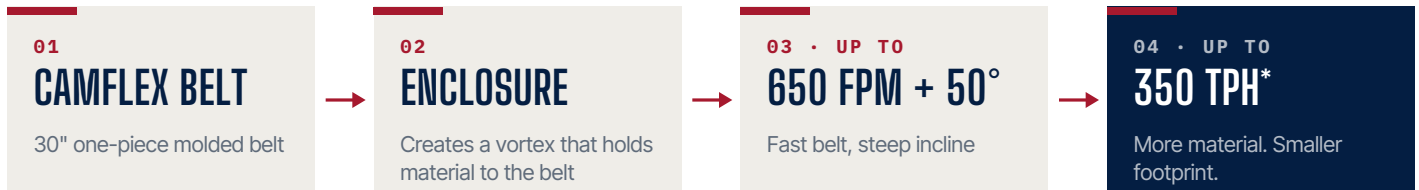
PROUDLY MADE IN THE USA

*Rated at 100 PCF. Actual capacity depends on material, particle size, moisture and loading conditions.

THE ENGINEERING

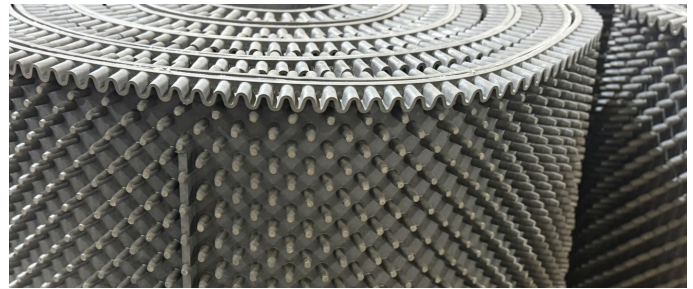
ENGINEERED TO DO THE IMPOSSIBLE.

Most transloaders get more capacity the conventional way: wider belts, longer conveyors and bigger machines. The Scorpion 3015 gets it through engineering. Cambelt manufactures its own belt and designs the conveyor around it, and that changes what a compact machine can do.



01 • IT STARTS WITH THE BELT

The Scorpion runs a 30" CamFlex one-piece molded belt, manufactured by Cambelt in Salt Lake City. Nubs molded into the belt surface grip the material, so it stays in place at up to 650 FPM on a 50° incline instead of sliding back.



CAMFLEX BELT: NUBS AND SIDEWALL MOLDED AS ONE.

02 • ENCLOSED BY DESIGN

The belt runs inside a precision-manufactured enclosed conveyor. The enclosure creates a vortex that holds material to the belt, and that is what lets the belt run at higher speeds. It also keeps material on the belt and reduces dust at the source.



THE BELT RUNNING INSIDE THE ENCLOSED CONVEYOR.

MADE BY CAMBELT

WE DON'T BUY THE BELT. WE MAKE IT.

Cambelt has manufactured one-piece molded belting in Salt Lake City since 1960. Owning the belt is what lets us engineer the conveyor around it.



03 · FAST AND STEEP

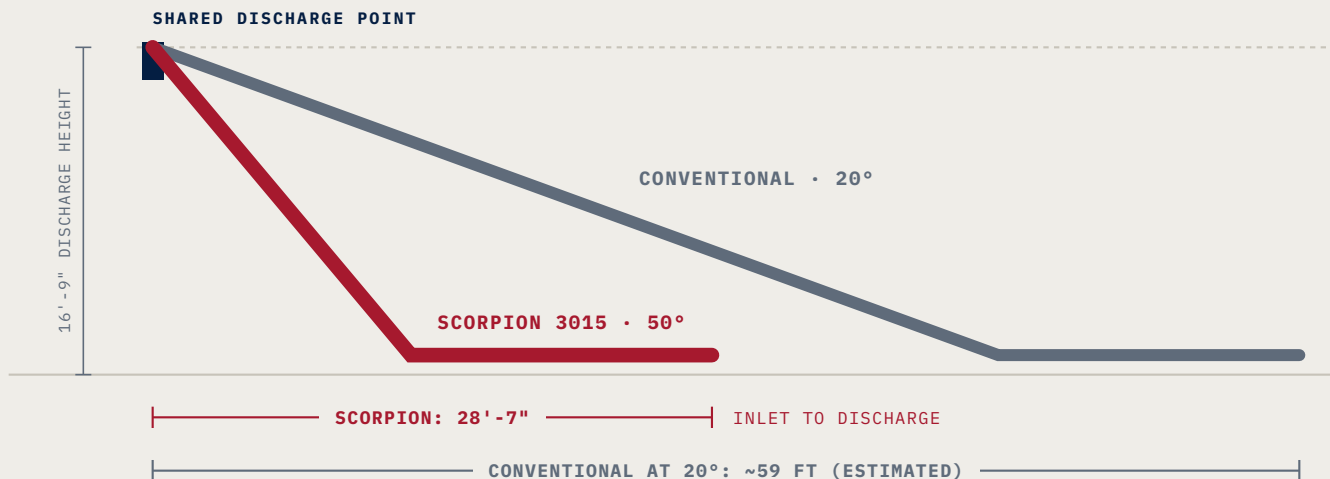
The Scorpion's belt runs at up to 650 FPM on a 50° incline. Speed drives capacity: the faster the belt moves, the more tons it carries. A steep incline reaches discharge height with less conveyor, so the machine can be shorter.

04 · THE RESULT

The Scorpion delivers up to 350 TPH* with just 28'-7" from inlet to discharge, powered by a 74 HP Deutz Tier 4 Final diesel. A conventional machine climbing at a shallow angle needs about twice the length to reach the same truck.

WHY THE ANGLE MATTERS

SAME DISCHARGE HEIGHT. HALF THE FOOTPRINT.



**THE SCORPION ISN'T A SMALLER TRANSLOADER.
IT'S A DIFFERENT WAY TO REACH CAPACITY.**

*RATED AT 100 PCF. ACTUAL CAPACITY DEPENDS ON MATERIAL, PARTICLE SIZE, MOISTURE AND LOADING CONDITIONS.

THE ECONOMICS

YOU'RE BUYING TPH. NOT A MACHINE.

Customers don't buy a transloader for the steel. They buy the tons it moves every hour. Don't compare machine price. Compare what you're getting for it.

01 CAPITAL COST PER TPH

EQUIPPED PURCHASE PRICE ÷ RATED TPH

What each ton of hourly capacity costs you up front. Compare equipped machines, not base prices.

02 ACTUAL PRODUCTIVITY

TONS MOVED ÷ OPERATING HOURS

Car changes and repositioning eat into every rating. A machine the operator rides and steers precisely keeps more of its rated capacity.

03 TRUE COST PER TON

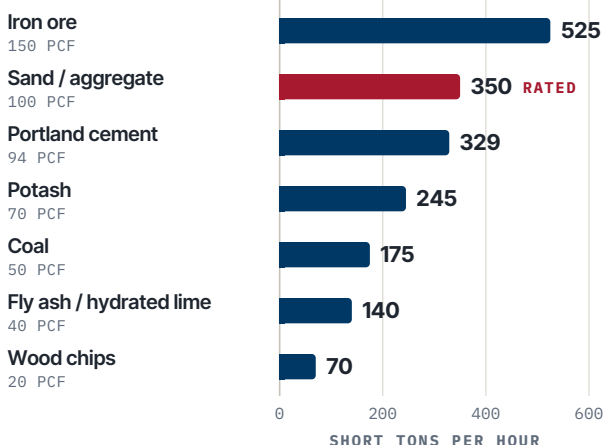
TOTAL OWNERSHIP COST ÷ TONS MOVED

Purchase, fuel, labor, parts and downtime, spread across every ton the machine moves in its life.

SCORPION 3015 CAPACITY

TONS PER HOUR, BY MATERIAL

At up to 650 FPM. Rated up to 350 TPH at 100 PCF.



DO THE MATH

EQUIPPED QUOTE ÷ RATED TPH

SCORPION 3015	\$ _____	÷ 350 TPH	= \$ _____
YOUR ALTERNATIVE	\$ _____	÷ _____ TPH	= \$ _____

COMPARE LIKE FOR LIKE: DUST COLLECTION, RAILCAR VIBRATOR AND GATE OPENER ARE OPTIONS. QUOTE BOTH THE SAME WAY.

~11 HRS

Saved on every 10,000-ton unit train, unloading at up to 350 TPH instead of 250 TPH (about 29 hours instead of 40). That's crew time, fuel and demurrage exposure on every train.

ILLUSTRATIVE: RATED CAPACITY, CONTINUOUS FEED. ACTUAL RESULTS DEPEND ON SITE CONDITIONS.

OPERATOR SAFETY

RIDE WITH IT. CONTROL IT.

The operator travels on the Scorpion, at the controls, instead of walking beside it.

Positioning between a railcar and a truck is the most hands-on part of transloading. On the Scorpion, the operator rides the machine and controls it directly the whole time. There's no need to walk next to a 16,000-lb machine while it moves.



OPERATOR GRAB HANDLE AND UMBRELLA MOUNT.



OPERATOR IN THE OPERATOR STATION, AT THE CONTROLS.

01 AT THE CONTROLS WHENEVER IT MOVES

The operator rides the machine and steers it from the controls every time it moves.

02 OUT OF THE WALK ZONE

Riding the machine means less walking beside moving wheels, railcars and trucks.

03 PRECISE PLACEMENT, FEWER MOVES

4-wheel steering and front and rear wheels that rotate 180° put the machine where it needs to be.

04 BUILT FOR THE OPERATOR

Grated platform, grab handle and yellow-marked frame edges. Add an umbrella to keep the operator out of the sun and rain.

4-WHEEL

STEERING

180°

FRONT + REAR WHEEL
ROTATION

18"

HYDRAULIC LIFT

DROP-DOWN

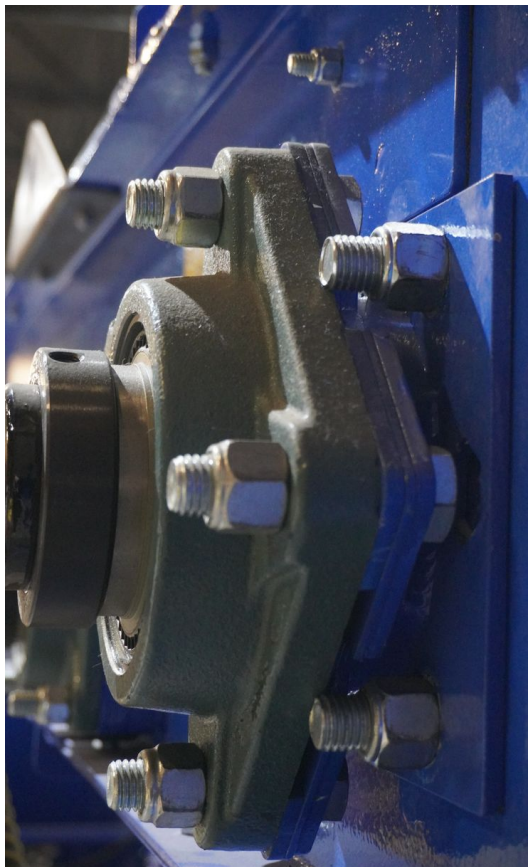
BOOM

PUT UP TO 350 TPH WHERE YOU NEED IT.

BUILT TO KEEP RUNNING

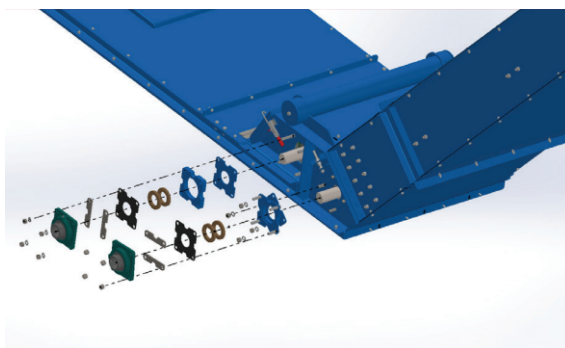
ENGINEERED FOR UPTIME.

Downtime at the railcar costs more than the machine does. The Scorpion is built around the parts that wear, and made to be serviced fast.



PATENTED SEAL ASSEMBLY

Made for double the life of standard bearings. Cambelt's patented seal assembly adds felt debris protection that keeps grit out of the bearing, so the parts that turn keep turning at up to 650 FPM.



EXPLODED VIEW OF THE PATENTED SEAL ASSEMBLY.

SERVICE ACCESS

Access doors on the inlet conveyor open right at the working end, so crews can safely open them to inspect the belt and verify tracking.



THE BELT, FROM THE PEOPLE WHO MAKE IT

The CamFlex belt is molded as one piece: sidewall, nubs and base belt cured together. There's no glue line to fail. Replacement belts, parts and technical support come straight from the Salt Lake City factory.

UNCONDITIONAL GUARANTEE

AGAINST SIDEWALL DELAMINATION.

CamFlex fully molded belts are unconditionally guaranteed against delamination of the sidewall from the base belt.

CONFIGURED FOR THE JOB

READY TO WORK.

Quoted ready for a railcar job: self-powered, with dust collection, a railcar vibrator and a gate opener. Don't need one? Take it off and lower the price.



STANDARD

74 HP DEUTZ TIER 4 FINAL DIESEL

Self-powered. No site power needed.

OPTION

DUST COLLECTION

Controls dust at the transfer point.

OPTION

RAILCAR VIBRATOR

Keeps material flowing out of the railcar.

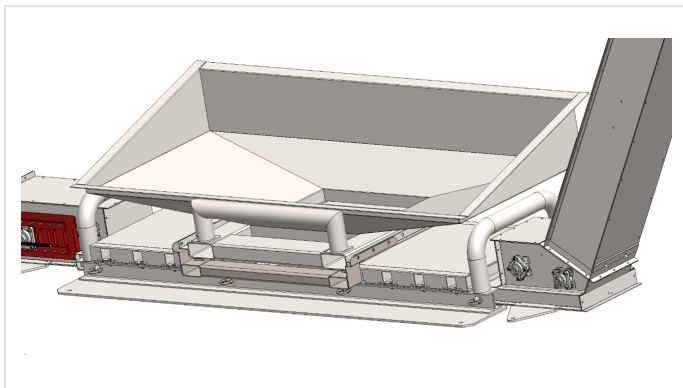
OPTION

RAILCAR GATE OPENER

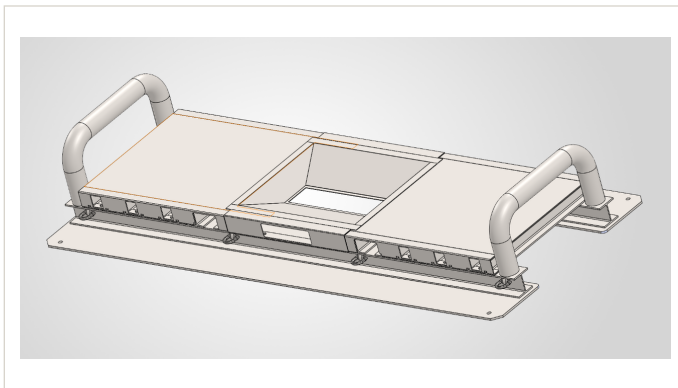
Opens railcar gates without a separate tool.

CUSTOM SOLUTIONS • INTERCHANGEABLE INLETS

Swap inlets to match the job. The dump-truck hopper lifts off with a forklift, and a drive-over system goes in its place. One Scorpion handles railcars, end-dump trucks and bottom-dump trucks.



DUMP-TRUCK HOPPER. REMOVES WITH A FORKLIFT.

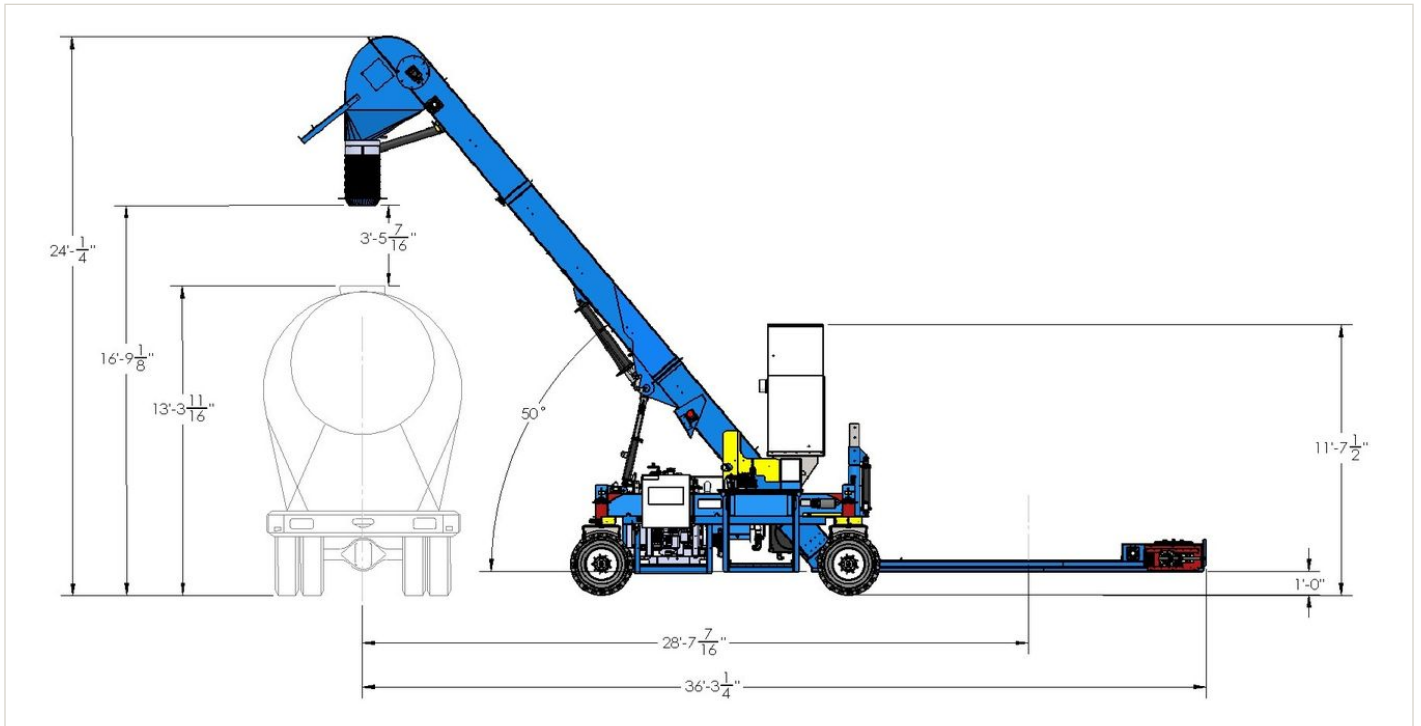


DRIVE-OVER SYSTEM. TRUCKS UNLOAD ACROSS IT.

Custom solutions are engineered in Salt Lake City. Talk to an engineer about your site.

SPECIFICATIONS

SCORPION 3015 SPECIFICATIONS



BELT	30" CamFlex CF3015, one-piece molded, 1.5" nubs
BELT SPEED	Up to 650 FPM
CONVEYOR INCLINE	50°
RATED CAPACITY	Up to 350 STPH at 100 PCF*
POWER	Deutz Tier 4 Final diesel, 74 HP
STEERING	4-wheel; front and rear wheels rotate 180°
HYDRAULIC LIFT	18"
BOOM	Drop-down
OVERALL HEIGHT	24'-0 1/4"
DISCHARGE HEIGHT	16'-9 1/8"
INLET TO DISCHARGE	28'-7 7/16"
OVERALL LENGTH	36'-3 1/4"
OPERATING WEIGHT	16,000 lb
OPTIONS	Dust collection, vibrator, gate opener, umbrella
CUSTOM INLETS	Dump-truck hopper; drive-over inlet

*RATED AT 100 PCF. ACTUAL CAPACITY DEPENDS ON MATERIAL, PARTICLE SIZE, MOISTURE AND LOADING CONDITIONS.

TALK TO AN ENGINEER
SEE IT MOVE.



Scan to watch
the Scorpion
unload a railcar.

youtu.be/m_r2cXww-hA

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