[00:00:00:00 - 00:01:14:08]

Wayne Grayson

"Hey guys, today's video is brought to you "by equipment experts. "Look, if you're tired of searching across multiple sites "for used equipment or trucks, "check out equipmentexperts.com." What's going on everyone? I'm Wayne and you're watching equipment world. Welcome into another episode of The Dirt, the video podcast that brings you interviews and discussion on the latest heavy equipment, trucks, and construction industry trends. On this episode of The Dirt, we're gonna be discussing a key market entry for Kubota. Earlier this year at ConExpo, the company made some serious waves with the introduction of its first ever mini skid steer or stand on track loaders, Kubota is calling it, and that is the SCL 1000. By the way, if you haven't seen our in-depth overview of the Kubota SCL 1000, be sure to check that video out. You can see it at the link in the description below or in the card above me. And be sure to subscribe to the channel right now so that you don't miss any of our other videos in the future. Now, the SCL 1000 was by far one of the most popular product launches at ConExpo 2020. And the mini skid steer segment of machines is growing in popularity as well. So I've asked Tim Boulds, the product manager for Kubota's entire construction equipment lineup to join us today on The Dirt to discuss this growing segment of mini skid steers and what makes the SCL 1000 a unique mini skid steer.

[00:01:18:12 - 00:01:21:19]

Wayne Grayson

Hey Tim, thanks so much for hanging out today, man. How are you? I'm doing fine, Wayne.

[00:01:21:19 - 00:01:23:03]

Tim Boulds

How about yourself?

[00:01:23:03 - 00:01:55:15]

Wayne Grayson

Awesome. Well, hey, Tim, before we get into the specifics of the SCL 1000, I do wanna talk a bit about the mini skid steer slash stand on track loaders slash compact utility loaders segment in general. This is Kubota's very first entry into this market. And the market is obviously kind of experiencing a lot of growth right now, but how does Kubota view this market? Clearly you guys see some potential there or else you wouldn't have introduced this machine in the first place, but how do you view this machine type and its role in your overall lineup going forward?

[00:01:55:15 - 00:02:12:08]

Tim Boulds

So this machine and this market segment is one that we've looked at when we do our market research with our dealers and customers. It's one actually, this market segment is actually one that they request that we pursue.

[00:02:13:12 - 00:02:23:19]

Tim Boulds

And it gives us another option to put another solution into the construction equipment realm and expand our product line.

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Tim Boulds

It's gonna be able to help some of our existing customers

[00:02:31:05 - 00:02:46:23]

Tim Boulds

with projects that are small or too small for some of their existing Kubota machines to get into. So it's gonna allow that helping hand for them. And it's also gonna be able to attract maybe some new customers for us.

[00:02:46:23 - 00:03:23:00]

Wayne Grayson

All right, so in the process of asking that first question, I was actually reminded of something. Now I know that you guys call the SCL 1000 a stand on track loader. And despite the uniform kind of rising popularity that these machines are experiencing right now, there seems to be very little agreement on exactly what to call them among manufacturers or customers for that matter. So anecdotally, whenever I've asked online readers and viewers what they call it, they usually say mini skid steer. So what's your take on what to call these things and what have you heard personally as you've been developing this machine?

[00:03:25:10 - 00:03:28:15]

Tim Boulds

There's a lot of terms out there and I've heard mini skid steers.

[00:03:30:02 - 00:04:10:21]

Tim Boulds

The way I believe that's reported in AEM is compact utility loaders. And that's how they're reported, but everybody calls them mini skid steers as well. And we

kind of do our large compact track loaders, our SVL series. This one, we kind of made the acronym the stand on compact loader as the acronym for SCL 1000 series that we offer. So it is a mini skid steer basically that you stand on. So.

[00:04:10:21 - 00:05:10:09]

Wayne Grayson

Yeah, I actually, I think everyone, I think that the touch point for a lot of people when they see these things, probably the first thing that they kind of think of is probably like a stand on mower. And stand on mower, that has pretty much become the vernacular around mowers of that type. So I personally really like the stand on skid steer stand on track loader. I personally kind of like that terminology. So maybe with you guys, that'll kind of take off with you calling it that and maybe kind of spread a little bit more throughout the customer base. But mini skid steer for right now definitely seems to be in the lead in terms of what exactly to call these things. But as a follow up, now that we've followed up the first question, here's another follow up to it. Could you talk a little bit about why Kubota is entering this market now, as opposed to earlier? Did you guys have kind of a wait and see approach where you kind of were, you were monitoring this market and just kind of waiting for the right moment? What was kind of holding you guys back from putting a machine of this type into the market?

[00:05:12:15 - 00:05:17:05]

Tim Boulds

You know, if you look at our other product launches in the past throughout the Kubota history,

[00:05:18:15 - 00:05:56:02]

Tim Boulds

there's been other market segments that we've entered into after it's been well established. But one of the things that we do in our research and development process is we communicate with our dealers and customers a lot. We talk to them constantly, we survey them, we ask them what they need to be more productive, more efficient, what type of new products they want. And since this was on one of our wish lists from the dealers and customers, it helps us to prioritize that strategy.

[00:05:57:02 - 00:06:10:22]

Tim Boulds

And we keep tabs on what the market looks like and if it looks like it's going to move towards that growth factor, then we decide to turn some of our energies,

[00:06:12:02 - 00:06:19:06]

Tim Boulds

our internal energies of engineering into focusing on this product. And that's exactly what we did is,

[00:06:20:23 - 00:06:28:00]

Tim Boulds

it's just an expansion of our product line and offering to the customers to help them out.

[00:06:28:00 - 00:06:40:20]

Wayne Grayson

Okay, so moving on to the specifics of this new machine, you guys chose to start with a machine that has a thousand pounds of rated operating capacity. Could you discuss why Kubota chose that specific ROC for this entry machine?

[00:06:42:06 - 00:06:47:18]

Tim Boulds

Again, going back to that research, basically as we went out and talked to customers and dealers,

[00:06:48:18 - 00:07:00:01]

Tim Boulds

we heard a lot of things of, I wish my machine could pick up a little bit more weight, do a little bit more, be able to get into some different areas and still be able to get into backyards.

[00:07:01:04 - 00:07:13:16]

Tim Boulds

So it appeared as though the market was growing. And at that time, one of the competitors had a 1500 pound and now there's all the way up to 3000 pound size machine.

[00:07:14:18 - 00:07:38:18]

Tim Boulds

So, we kind of felt that the market was gonna grow and maybe we're utilizing some of our history with track loaders and skid steers is that, some of the guys that started out small, and small machine have grown and they're getting into a larger, but we believe that it's gonna move a little bit up in size in the ROC class.

[00:07:38:18 - 00:07:44:23]

Wayne Grayson

Yeah, and you just mentioned this, that the fact that there are smaller ROCs on the market than the SCL 1000,

[00:07:46:05 - 00:08:30:21]

Wayne Grayson

and now larger ones are here that go up to 3000 pounds. And you mentioned that you see the industry kind of continuing to move toward larger mini skid steers or stand on track loaders. But on the other hand, with the SCL 1000, a big focus for you guys in the development of this machine was ensuring that it had a high degree of maneuverability in terms of being able to still get into tight spaces. So, what is your opinion on that trend that you're seeing of the machine getting larger? Is that a place that Kubota is looking to go or is the feeling kind of that you reach a certain point or you cross a certain line in terms of mini skids to your size that maybe size and price where you would be better off serve with just getting into a compact track loader at that point?

[00:08:32:22 - 00:08:48:05]

Tim Boulds

It's a good question. We wanna get this machine out and get it in the hands of people. We'll do some more research. But basically there is a point. I mean, we offer skid steers and track loaders that range from 1950 pounds ROC all the way up to over 3000.

[00:08:49:17 - 00:08:59:14]

Tim Boulds

And there comes a point that whenever the price point of a larger mini skid steer for the lack of a better term,

[00:09:01:09 - 00:09:12:05]

Tim Boulds

when you're getting into the same cost as a skid steer or a small track loader where you can be inside a cab

[00:09:13:06 - 00:09:15:19]

Tim Boulds

and be protected from the elements

[00:09:16:19 - 00:09:24:04]

Tim Boulds

and be more comfortable as an operator. So there is a point to where I don't, we don't see,

[00:09:25:15 - 00:09:34:14]

Tim Boulds

we're already offering something at that level. So I think there would be a cap on what we would go as far as if we do decide to go larger with the machine.

[00:09:35:22 - 00:09:40:21]

Tim Boulds

At this point, we haven't determined where that would be, but I think there is a cap to it.

[00:09:40:21 - 00:10:47:06]

Wayne Grayson

Now, something you just said there about the comfort of being inside of the cab kind of reminds me of, the appeal to stand on machines, such as stand on mowers, these mini skid steers that we're talking about, obviously, you have maneuverability, the ability to get into tight spaces while still being able to do a lot

of the things that you can do with a much larger skid steer or CTL. But another big appeal to these machines is the convenience of just being able to hop on and hop off of them. If you're doing a job where you need to get in and out of the cab a lot, folks in landscaping, hardscaping, maybe smaller scale type construction jobs who are just going back and forth between whatever they're working on and the machine itself. Obviously, this stand on type of machine and its unique design, its accessibility, those design elements become a big priority for those customers in particular. How much of that are you guys seeing in terms of that being a big priority for your customers specifically? Or what are you hearing from your customers and dealers in relation to that aspect of being able to quickly hop on and hop off a machine with this type of power and capability?

[00:10:47:06 - 00:10:59:09]

Tim Boulds

I think when you get to a smaller machine, it is much more of a priority. And it really depends on the environment you're in and what you're doing.

[00:11:00:11 - 00:11:08:01]

Tim Boulds

A lot of the customers that use these, the landscape customers or the homeowners that rent them from rental houses,

[00:11:09:07 - 00:11:21:00]

Tim Boulds

yes, they're constantly getting on and off of them. And that's one of the great aspects about these machines is the ability to do that.

[00:11:22:16 - 00:11:30:16]

Tim Boulds

But whenever you get up into those larger areas, are you really gonna be able to get whatever you're trying to carry

[00:11:33:14 - 00:11:45:00]

Tim Boulds

that's 2000, 3000 pounds through a backyard gate or you're not going through a gate, you're going through taking a panel out and going in there.

[00:11:46:11 - 00:11:59:20]

Tim Boulds

But yes, that's one of the things that we heard as far as research is that it is a very nice convenience to be able to jump on and off of them throughout the day without having to climb out of a cab.

[00:12:01:15 - 00:12:28:13]

Tim Boulds

I just think there's a transitional point there from what you're doing and it could vary. I mean, you could be in a circumstance where you're in like a landscape yard where what you're doing is loading someone's truck. They come in and they buy a pallet of sod or half pallet of sod and you're taking this machine and you're just loading it for quick instance

[00:12:29:22 - 00:12:36:15]

Tim Boulds

and then you're back out of it and waiting on the next customer or you're going on to do something else in that landscape yard.

[00:12:36:15 - 00:12:52:21]

Wayne Grayson

All right, so Tim, we mentioned before the huge amount of growth of this machine has seen in the last five years or so. I mean, specifically sales of this machine have more than doubled. So with this first entry, how did Kubota strive to differentiate this model from the competition?

[00:12:52:21 - 00:13:08:13]

Tim Boulds

Part of it is we wanted to solve some problems that we kind of heard from customers that when we surveyed them on the... And one of them was that they wanted to be able to lift more and do more with the machine and still be able to fit in some of those tight areas.

[00:13:09:13 - 00:13:22:02]

Tim Boulds

So the overall narrow, the narrowness of the machine, the SCL 1000 overall width, with a wide track is 36 inches wide.

[00:13:23:04 - 00:13:29:13]

Tim Boulds

There's no one else out there that offers a wide track at that narrow of a width.

[00:13:31:03 - 00:13:52:15]

Tim Boulds

We also, one of the other things that kind of stands us apart is the fact that our Kubota engine that's in there, that's the other manufacturers have under 25 horsepower like this, but no one has a turbo on their diesel engine. So ours is a turbo charged D902 Kubota engine that's in there.

[00:13:53:15 - 00:14:05:18]

Tim Boulds

It is a new engine for Kubota. The 902 is not a new engine, but the turbo on there makes it kind of new. But we're known for our compact diesel engines

[00:14:07:07 - 00:14:08:00]

Tim Boulds

throughout the world.

[00:14:09:17 - 00:14:21:22]

Tim Boulds

One of the other things that, it's not something that's our loader, our vertical lift loader. If you look at our skid steers and our track loaders,

[00:14:23:03 - 00:14:37:00]

Tim Boulds

we basically scaled that down to make this little machine. So our vertical lift gives us a 84.7 inch hinge pin height, which is one of the highest out there for this size machine.

[00:14:39:10 - 00:14:48:12]

Tim Boulds

Customers wanted to dump in a roll off dumpster, and this allows them to get the height. And with that vertical loader, it gives them the reach.

[00:14:50:05 - 00:14:51:08]

Tim Boulds

To be able to do that.

[00:14:52:17 - 00:15:12:07]

Tim Boulds

And I guess one of the other key feat- two other key features, I guess we'll chime in on here and then we'll go on. But one is the undercarriage. The undercarriage is a purpose built

[00:15:13:11 - 00:15:48:10]

Tim Boulds

meaning that it's welded to main chassis. It's not a bolt on track design. So that's kind of unique to these machines. And then one of the other things is these machines are small and theft is kind of high on them. So one thing that they were asking for was a keyless start system. So we've got a dash in our machine that's a five inch color LCD dash that provides a passcode start system on this machine, which is unique to us as well.

[00:15:48:10 - 00:16:27:06]

Wayne Grayson

Yeah, so you alluded to this in your previous comment there basically being able to scale down the technology of your current compact track loaders in developing this machine. How big of an advantage is that for you guys? I mean, you guys are basically one of two players in this market that have a skid steer or a compact track loader lineup with that ability and that experience to be able to scale that down. So

in terms of a market entry, you guys are kind of on the tail end of entering the market. So you're playing catch up in a sense, but how big of a starting block lead in this kind of playing catch up in this race do you kind of get with that CTL experience?

[00:16:27:06 - 00:16:30:08]

Tim Boulds

I think it does give us a little bit of advantage.

[00:16:31:10 - 00:16:34:03]

Tim Boulds

We've been in that full size realm.

[00:16:35:04 - 00:17:06:18]

Tim Boulds

It also, like I said earlier, or kind of alluded to it earlier is that, customers that have our equipment already may have a competitive unit that's out there. And now they can own a Kubota unit and just have their Kubota fleet. So I think there's gonna be some synergies there with customers saying, "Hey, we know it's Kubota, we know it's good.

[00:17:08:06 - 00:17:09:07]

Tim Boulds

We know it's gonna be durable.

[00:17:10:18 - 00:17:16:14]

Tim Boulds

It's gonna be a, yeah, I'll buy it." Type of attitude I think.

[00:17:17:17 - 00:18:04:00]

Wayne Grayson

And to that point, I know that, just kind of looking at search terms and everything else that I do personally on a daily basis for my job and kind of keeping track of not just mini skid-steers, obviously, but also what people are specifically looking for in terms of those machines. The SCL 1000 already, in terms of just kind of search engine interest, in terms of the buzz that we saw around at AtCon Expo, there's just a lot of excitement there. And I know on our website in particular, there's been a lot of traffic, a lot of interest to the introduction of this specific machine earlier in this year. So are you guys kind of seeing some of that early excitement? Obviously there was some pinup demand on your side of things, but

what are you hearing from customers in terms of early feedback, early response to seeing this machine for the first time?

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Tim Boulds

Oh yeah, they're on an almost daily basis. I think our call centers get a phone call of saying, "Hey, when is it gonna be at a dealer?"

[00:18:16:16 - 00:18:24:19]

Tim Boulds

And yes, there is that pent up demand for it, I believe. And that's kind of the reason why we kind of

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Tim Boulds

focused on it now to get it done and to get it out to the market is we had been hearing it from our dealers for a while. And whenever you talk to your customers and dealers and they tell you what they want, you gotta step back and say, "Okay, well, what do you want first?"

[00:18:49:03 - 00:19:06:13]

Tim Boulds

And this was just the right time for us to go forward with it. And yeah, we've had a lot of good publicity and a lot of good word of mouth on it already. So we're looking forward to it, we're excited.

[00:19:06:13 - 00:20:07:17]

Wayne Grayson

Well, yeah, and definitely beyond there being this kind of pent up demand for this machine type in particular, it's a great kind of entry level type machine to kind of draw people in or like you said earlier, kind of fill in a missing piece to what would normally be an all Kubota fleet to really lock a lot of those customers in to a higher degree. But something that you said earlier when kind of talking about the development of this machine kind of reminded me of a question that I had for you in terms of scaling down from larger compact track loaders, what in your mind are the primary differences? Now, if you've got somebody who's used to operating a skid steer or a compact track loader and they're very comfortable operating those machines, what really are the primary differences in terms of feel or what you might have to adapt to when you hop on one of these things and get going and kind of your normal everyday is gonna be spent in one of those other machines? Apart

from obviously not being in a cab, apart from being in a standing position, what are the other kind of differences in terms of feel and the way that these things operate?

[00:20:07:17 - 00:20:19:12]

Tim Boulds

For instance, our larger machines are pilot operated and they're ISO design. So your left hand controls movement of the machine and your right hand controls movement of the loader.

[00:20:20:15 - 00:20:30:19]

Tim Boulds

So there's similarity there with our machine as the right hand, it is a pilot operated hydraulic control system.

[00:20:31:21 - 00:21:19:06]

Tim Boulds

Our right hand controls the joystick or controls the loader functions. And then the left hand controls the movement of the machine. Now it is a little bit different. It's not just a joystick that they're gonna hold on with their hands and operate. The left hand joystick on this machine is a T handle. So they push it forward or reverse.

And then they twist it as they are doing that to steer one way or the other going forward and reverse. So it operates slightly different, but a lot of people that get off of the competitions piece of equipment, or if they've got one of our track loaders or skid steers that is ISO style of control,

[00:21:20:21 - 00:21:33:23]

Tim Boulds

it doesn't take very long for them to pick it up. It's kind of natural. The thing, in my opinion, the thing that kind of get used to is you're standing on your feet and the machine's moving and now you're balancing yourself.

[00:21:35:23 - 00:21:39:21]

Tim Boulds

So as you're going over the train versus just sitting in a seat riding long.

[00:21:39:21 - 00:21:57:04]

Wayne Grayson

So getting back to the specifics of this machine, I think a really interesting element of it is that it has a very capable operating capacity of a thousand pounds, while

also having a very low ground pressure of four PSI. And in fact, when you look at the rest of the market,

[00:21:58:05 - 00:22:15:10]

Wayne Grayson

it's really, really tough to find anything with this level of capability with that low of ground pressure. Could you talk a little bit about what went into that decision in terms of making sure you had that combination of high enough operating capacity, low enough ground pressure,

[00:22:16:19 - 00:22:23:18]

Wayne Grayson

and yeah, just kind of like the being able to supply a machine of this width while also retaining that low ground pressure.

[00:22:24:22 - 00:22:33:15]

Tim Boulds

Customer types that really use this machine a lot are landscape professionals, the contractors.

[00:22:35:15 - 00:23:00:21]

Tim Boulds

There are rental yards that own them and rent them to homeowners, the do it yourselfers over the weekend. And then there are actually tree service people as well that like to utilize these machines, especially if they have to go into someone's backyard and maintain trees, cut some limbs out and take that material out of the backyard.

[00:23:02:01 - 00:23:59:19]

Tim Boulds

So one of the key design concepts of this is that 36 inch machine with a wide track on it so we can get the widest footprint. I believe our footprint is four PSI, and which is pretty low for that size of machine. And tracks are 9.8 inches wide. And to do that, we had to start with the design idea that this is what we wanna be able to do. We wanna be able to get in through most standard backyard gates. Some are larger than that, but a lot of them are a 36 inch door that has about a 38 inch gap between the posts. So we're able to sneak in there with this machine and be able to get into those backyards and either transport material back and forth.

[00:24:01:03 - 00:24:02:12]

Tim Boulds

Even people that do,

[00:24:03:15 - 00:24:36:08]

Tim Boulds

it would be hardscapes. If they're putting in like a patio in the back, they can go in there, do the ground prep work with this thing, and then they can go back and forth and carry the blocks to lay, the bricks to lay. So it was very, those customer types, those job types are kind of things that went into this and into the design and development of it, and what we came out with.

[00:24:36:08 - 00:25:01:15]

Wayne Grayson

Now you mentioned the undercarriage earlier, Tim, but I'd like for you to go a little bit more in depth on it and talk about how it impacts the kind of overall feel of this machine. Because as you said just a little bit ago, the major difference between this machine and a skid steer or a compact track loader is gonna be balance, is going to be steadiness and firmness on your feet while you operate. So go ahead and talk a little bit about the importance of the undercarriage design with that consideration.

[00:25:01:15 - 00:25:11:07]

Tim Boulds

The undercarriage itself, if you're standing beside the machine and look at it and then look at our full size compact track loaders, the SVL series that we have,

[00:25:12:10 - 00:25:21:15]

Tim Boulds

we took that design and basically shrunk it down. So we're taking a proven durable heavy duty undercarriage

[00:25:23:00 - 00:25:48:03]

Tim Boulds

that we don't have to worry about bolts loosening up or anything like that. It's welded to the frame. If you wanna look at the tension system on the track is the same as our larger machines just kind of shrunk down. It's a grease tension. So we don't require a tool to tighten or loosen the tracks up. It's a grease system.

[00:25:50:17 - 00:26:09:23]

Tim Boulds

The front rollers or the front idler in the track system is a dual flange design. So that's doing a couple of things for you. Whenever you go to pick up a load with it with pallet forks, which is one of the popular attachments for these machines,

[00:26:11:11 - 00:26:41:21]

Tim Boulds

when you pick up that heavy load in the front, some of the machine's weight is transferred to the front and then you're picking up the weight as well on the front. So all that weight is coming down kind of on those front rollers. And instead of having a single flange roller right in the middle of the track, we have a dual flange which spreads that weight out over the track. It helps extend the life of the track because you're not putting all the pressure right in the middle of it. And it gives you a little bit better stability

[00:26:42:23 - 00:27:15:02]

Tim Boulds

because you've got a little bit wider footprint as you're driving around on. So if you go back behind there, right behind there between the front dual flange roller and the single flange rear roller are four to five, I think it's four rollers, the track

rollers. Those rollers are permanently sealed with oil in them. So again, it's less maintenance, more durability.

[00:27:16:13 - 00:27:37:12]

Tim Boulds

So it's something that we've taken from the larger system and moved it down. And then the track frame that goes up and over those rollers is angled. And so it sheds debris, which also helps with track life and helps to keep from de-tracking

[00:27:39:16 - 00:27:43:22]

Tim Boulds

whenever you're out on the job site, it keeps all the debris kind of shedding away from it.

[00:27:45:01 - 00:27:52:11]

Tim Boulds

And then that rear single flange roller, that is actually tied to that grease tension. So whenever you tension the tracks, that's what's moving.

[00:27:53:13 - 00:28:05:03]

Tim Boulds

But the reason we put a single flange roller in the back is if you think about moving around the job site and being able to turn and twist and move, it's very nimble on that single point.

[00:28:06:08 - 00:28:27:03]

Tim Boulds

And you're not placing a ton of weight on that single point anyway, whenever you're turning. So the overall design of it is just shrunk down version of the SVL, but it's with the same concepts as we have in the large one.

[00:28:33:10 - 00:28:47:15]

Tim Boulds

You know less service work that you have to do, but you still gotta check the tension of the tracks, but it's heavy duty, it's durable, and it's gonna be reliable for the customer.

[00:28:47:15 - 00:29:09:04]

Wayne Grayson

Now talking about that track tensioning and some of the other considerations that you were mentioning, I think it's a good point to kind of shift over to the maintenance side of this thing. So obviously ground access on any type of smaller or compact machine is not going to be a huge deal, but what are some of the major kind of maintenance considerations and design points that you guys were really focused on with this machine type?

[00:29:09:04 - 00:29:36:09]

Tim Boulds

So just as you said, Wayne, these things are very compact. There's a lot of poses, a lot of, you got your engine in there, hydraulic parts and everything. So what we did in the design of this thing was when you raise the hood in the front, we basically got your hydraulic oil filter, your fuel filter with the water separator bowl,

[00:29:38:01 - 00:29:45:20]

Tim Boulds

all in your air filter is all under the hood, all up and easy to access from standing outside the machine.

[00:29:46:21 - 00:30:24:15]

Tim Boulds

The only one that we have to access through, and we have an access port on the right hand side of the machine if you were standing on it. So over on the right hand side, you take a plate off and you reach back in there for the filter for the engine. So they thought a lot about being able to service this machine fairly easily and how we would do that. So your fuel, your diesel fuel tank and your hydraulic oil tank are all under that hood. So when you open the hood, you've got 95% of everything you need to do right there in front of you, easily accessible.

[00:30:25:20 - 00:30:33:05]

Tim Boulds

And I believe the engine change time is 500 hours. So once every 500 hours, you're going in there to change the engine filter.

[00:30:33:05 - 00:30:38:23]

Wayne Grayson

Now, Tim, so we've hit on most of the major points with this machine, the specs, the design considerations,

[00:30:39:23 - 00:30:57:10]

Wayne Grayson

but it's got to be really interesting and exciting to kind of be a part of the development or research of a first machine of its kind at a company like Kubota to be part of the development and introduction of an entry, a market entry machine. So tell us what that experience was like for you personally.

[00:30:57:10 - 00:31:01:01]

Tim Boulds

It was a great experience, Wayne.

[00:31:02:09 - 00:31:04:11]

Tim Boulds

Very fun, very exciting.

[00:31:06:03 - 00:31:19:05]

Tim Boulds

You know, it makes it fun to come to work every day whenever you get to work with this type of equipment and being part of the research and development of the machine with our engineers.

[00:31:20:11 - 00:31:25:00]

Tim Boulds

From the very first time that we went out and really started to hone in on this,

[00:31:26:17 - 00:32:12:19]

Tim Boulds

with paper search, we go out, we talk to the dealers and the customers and we write down all their comments. We bring that back and we talk through with the engineers of this is what, and the engineers actually go out on the survey with us. So there's sales and marketing and engineering that all go out and we come back and we talk about everything that we've heard and we were able to just sit there and say, okay, well, this is what we would like. And our engineers sit down and they come back and we're just awestruck at their engineering ability to bring this thing out and to show us what it's gonna look like. And it's a great learning experience. You get to meet new customers, new people.

[00:32:15:01 - 00:32:24:18]

Tim Boulds

It gives us an opportunity to get out there and find out what our customers or potential customers want.

[00:32:26:01 - 00:32:46:03]

Tim Boulds

And it's a great experience because we're working with our engineers and I don't know if this is one point that I don't know if you know or not. I know we mentioned it at ConExpo, but this was a collaborative event

[00:32:47:10 - 00:32:52:02]

Tim Boulds

with Land Pride up in Kansas.

[00:32:53:03 - 00:33:07:07]

Tim Boulds

Kubota bought Great Plains and Land Pride's part of that. But it's still a collaborative event between Land Pride, engineering and our engineering,

[00:33:08:14 - 00:33:23:04]

Tim Boulds

but the Land Pride guys are actually the ones that did most of the engineering and driving on it. And that's where it's gonna be produced is up there as well. So it was an excellent experience.

[00:33:23:04 - 00:33:54:04]

Wayne Grayson

Awesome, well, hey Tim, thank you so much again. That's all the time that we've got today, but thank you again for joining us today. This is just such an interesting machine. There's clearly a lot of interest in it. So I hope that we've done our job in terms of trying to answer as many questions that folks might have up there. But congratulations on getting the SCL 1000 into the market. But before we go, when can we expect to see the SCL 1000 hit the market if you guys have a date yet?

[00:33:54:04 - 00:34:03:01]

Tim Boulds

It's gonna be later this fall. We don't have an exact date on it, but it should be out in the next couple of months, I would think so.

[00:34:03:01 - 00:34:10:11]

Wayne Grayson

Cool, well, look, we're definitely looking forward to it. I know everyone else is. And again, thank you so much for your time, and we really appreciate it and take it easy.

[00:34:10:11 - 00:34:13:14]

Tim Boulds

Okay, thanks Wayne. Look forward to talking to you soon.

[00:34:13:14 - 00:35:00:03]

Wayne Grayson

All right guys, so that's gonna wrap it up for us today on this episode of The Dirt and our discussion of the upcoming Kubota SCL 1000. Let us know what you think of the machine in the comments below. And also let us know if you have any questions for Tim or Kubota that you'd like us to pass along. And if you liked this video and found it useful in your next machine purchase or rental, do us a favor and hit the like button below. It really does help our channel out. And if you want more videos and more coverage on the latest construction equipment, visit our website at equipmentworld.com. And while you're there, subscribe to our daily newsletter. And if you haven't already, subscribe to our channel here and turn on notifications. Hit the bell so you're receiving up to the minute alerts whenever we

drop a new video. Thank you guys so much for watching. We always appreciate your time, and we will see you next time.