



/// Lube Trucks and Lube Bodies

Sage
OIL VAC



For Info and Pricing

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CONTINUOUS DESIGN EVOLUTION

Sage Oil Vac lube trucks and lube bodies are designed to help operators make the most efficient use of their time. The evolution of our lube truck and lube body products are directly tied to changes in the workforce and the many challenges of maintenance service providers around the country.

FUNCTION OPTIONS:

- Fuel and lube body
- Lube-only body
- Enclosed lube body

“Our customers are working in a different world than they were just a few years ago. With the advent of telematics in equipment, we’re devoting our resources to keeping up with the technology our customers need. Construction companies spend hundreds of thousands of dollars on fuel and oil, and we make it our mission to help them control costs and improve efficiencies.”

— Aaron Sage, Sage CEO



TOP 5 REASONS SAGE DOES IT BETTER

- 1 PATENTED NO-PUMP SAGE SYSTEM.** Diaphragm pumps have been the industry standard for decades, but this oil extraction method needs constant, high volume compressed air while you’re operating. Sage uses no-pump vacuum technology to pull oil quickly and efficiently from equipment without any moving parts. No pumps with Sage means fewer maintenance problems for a lower cost of ownership.
- 2 ROUNDED STEEL TANKS.** Rectangular tanks are the norm for competitive products, but these tanks often develop rust spots in the seams and corners, causing leaks. Sage uses rounded, pressurized ASME tanks to reduce these wear risks. Most customers can run our equipment for 10+ years before needing major parts replacements.
- 3 BIGGER REELS.** The industry standard is 1/2-in. by 50-ft. fluid reels, but Sage uses 5/8-in. and 3/4-in. fluid delivery reels to increase flow rates.
- 4 CLEAN, SEALED TANKS.** Spills are for rookies. Our fluid tanks are sealed during use. The enclosed, no-pump, non-vented system protects the operator and the environment, as tanks are not vented to the atmosphere. Many competitive products use vented tanks that can lead to contaminated oil due to dirt and rain water exposure.
- 5 YOUR CHOICE: PTO POWER OR STANDALONE POWER.** Most lube trucks on the market have PTO-driven hydraulics for power. We offer this same system on our lube trucks, but we also offer standalone power, which eliminates PTO power. This option uses a small diesel engine mounted on the body to run hydraulics for the fuel pump and the air compressor. That means reduced engine hours, reduced wear and tear, and reduced fuel consumption.

CLASS 5



Gas or diesel driven engine reciprocating compressor

Vacuum fill or pump from ground level

- Transforms the average truck into a heavy-duty maintenance vehicle
- Economical and packaged for operator convenience
- Nimble vehicle size
- Anyone's choice — no CDL required

CLASS 6



High-powered LED work lights

Full-paneled sides for custom decals and truck wraps

Centralized control panels

40CFM hydraulic air compressor

Convenient, secure wheel chock holders

- Anyone's choice — no CDL required
- More economical chassis, body and equipment options
- Faster return on investment for increased profitability

CLASS 7



- Capability to top off and change oil as the primary fueler vehicle
- Up to 1,000 gallons of fuel and 400 gallons of maintenance fluids
- Available in lube-only models with 900-gallon fluid capacity
- Optional fuel saving, standalone power engines

CLASS 8



- All the class 7 features but with larger capacities
- Ability to get more fuel to larger equipment faster
- 2,000-gallon trapezoid diesel tank and 780 gallons of maintenance fluids

OPTIONAL FEATURES



HEATED FLUID TANKS

Diesel-fired heater for heating coolant lines in tanks. Cold products take longer to move — speed up cold flow rates using heated tanks. Available on any truck.

STANDALONE POWER

Small onboard power-to-power equipment. Consume less fuel and reduce chassis engine wear by leaving chassis off during operation. Standard on class 5 trucks; available on class 6, 7 and 8 trucks.

PTO CHASSIS POWER

Save maintenance costs without a secondary motor to maintain by running off PTO. Available on class 6, 7 and 8 trucks.



NEXTLUBE MONITOR SYSTEM

Intuitive operator controls with real-time data. Integrate data while incorporating automation and fluid control using intuitive logic controls. Maintain pressure and vacuum levels behind the scenes while doing services. Couple this with digital fluid level readouts that will read in actual gallons or liters instead of percents and fractions, and the option for a touch screen overview of the tank layout and vehicle. Add optional SIM card and report real time fluid levels back to a home office while operating in a remote location. Available on class 6 and up.

NEXTLUBE PRO MONITOR SYSTEM

Added control of fluid tracking for your fleet. Track total fluids and fuel used and lubricants dispensed by individual machines in your fleet or by day, giving your organization real-time information to improve your bottom line. Enter equipment VIN or serial number to send data back for analysis or transfer to a thumb drive for easy input into .xls or .csv file.

HEATED GREASE PROBE

Optional probe added to the grease keg. Heat grease and improve flow rates in cold weather months.

TRUCK OPTIONS

Fuel and lube	Store large capacities of off-road diesel and oil. Use your truck as a primary fueler with the ability to top off oil and grease all in one vehicle.
Lube only	Store large capacities of maintenance oils. Complete 2,000-hour services in the field requiring large oil volumes.
Enclosed body	Conceal equipment and heat enclosure for increased performance. Bonus: This body option leaves more room for branded business marketing on side of your truck.
Open body	Save money with an open body with side walls. This overall more economical option still offers the ability to brand wall panels.



Come home the way you left for the day — clean.



CLASS 5



CLASS 6



CLASS 7



CLASS 8

MODEL #	CHASSIS	BODY STYLE	FUEL	USED OIL TANK	OIL TANKS	DEF TANK	POWER	CHASSIS CA
CLASS 5 BODIES								
55AB-6200	19,500 GVWR	Open	Lube only	180 gal. (681 L)	120 gal. (454 L), (2) 80 gal. (303 L), (2) 60 gal. (226 L)	N/A	11 HP Honda Gas 35 CFM	84 in. (213 cm)
CLASS 6 BODIES								
56BG-6100	25,900 GVWR	Enclosed	Lube only	250 gal. (946 L)	(4) 120 gal. (454L), 80 gal. (303 L)	N/a	40 CFM Hydraulic or 40 CFM Standalone	120 in. (305 cm)
CLASS 7 BODIES								
578I-8200	33,000 GVWR	Open w/ side panels	Lube only	390 gal. (1,476 L)	(1) 220 gal. (832 L), (4) 120 gal. (454L), (2) 60 gal. (227 L)	N/A	40 CFM Hydraulic or 40 CFM Standalone	130 in. (330 cm)
57CC-7300	33,000 GVWR	Open w/ side panels	1,000 gal. (3,785 L) fuel	120 gal. (454L)	(3) 80 gal. (302 L), (1) 60 gal. (226 L)	60 gal. (226 L)	40 CFM Hydraulic or 40 CFM Standalone	130 in. (330 cm)
CLASS 8 BODIES								
58CE-7100	60,000+ GVWR	Open w/ side panels	2,000 gal. (7,570 L) fuel	180 gal.	(5) 120 gal. (454 L)	100 gal. (378 L)	40 CFM Hydraulic or 40 CFM Standalone	182 in. (462 cm)

ORDERING PROCESS

We care about your bottom line. To place your order, first you will need to work with a dealer or contact Sage directly to choose the Sage truck model number and provide the make of truck chassis you prefer. We then source the chassis at preferred pricing. At that point you can purchase the completed package directly from us or from the chassis dealer. You may also provide your own chassis, but this route can involve additional costs and an extension of delivery time if the specifications differ greatly from the Sage-developed specifications.

ABOUT US

Used oil buckets strewn about the back of a truck. Containers piled high. Tipped over oil jugs rolling around with peeling labels. This chaotic imagery keeps the Sage team awake at night and it has them asking one question: How do people work like that?

In 1993, company founder Gary Sage invented the first oil vac system so he could change the oil in his irrigation engine without spilling it on himself or the ground. After putting his new invention to use, a lightbulb went off — this new lube exchange system was not only cleaner, it was faster.

Over 25 years later, Sage is thriving as a family-operated business, with Gary's son Aaron Sage at the helm as company CEO and a 30+ dealer network. We're just as committed to bringing efficiency and environmental responsibility to consumers through the use of our expanded line of mobile lube equipment as we were when we started. Those who choose to "change with Sage" do so because of the guaranteed quality equipment and unbeatable customer service.

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SAFE.
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ECONOMICAL.
VERSATILE.**



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