Lube Trucks and Lube Bodies
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

**CONTINUOUS DESIGN EVOLUTION**

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

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

Gas or diesel driven engine reciprocating compressor
Convenient, secure wheel chock holders
Centralized customer panels

CLASS 5

CLASS 6

40CFM hydraulic air compressor
Full paneled sides for custom decals and truck wraps
High powered LED work lights

4 Sageoilvac.com

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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

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.

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 all fuel 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.

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.

Come home the way you left for the day — clean.
<table>
<thead>
<tr>
<th>MODEL #</th>
<th>CHASSIS</th>
<th>BODY STYLE</th>
<th>FUEL</th>
<th>USED OIL TANK</th>
<th>OIL TANKS</th>
<th>DEF TANK</th>
<th>POWER</th>
<th>CHASSIS CA</th>
</tr>
</thead>
<tbody>
<tr>
<td>55AB-6200</td>
<td>19,500 GVWR</td>
<td>Open</td>
<td>Lube only</td>
<td>180 gal. (681 L)</td>
<td>120 gal. (454 L), (2) 80 gal. (303 L), (2) 60 gal. (226 L)</td>
<td>N/A</td>
<td>11 HP Honda Gas 35 CFM</td>
<td>84 in. (213 cm)</td>
</tr>
<tr>
<td>56BS-6100</td>
<td>25,900 GVWR</td>
<td>Enclosed</td>
<td>Lube only</td>
<td>250 gal. (946 L)</td>
<td>(4) 120 gal. (454 L), 60 gal. (227 L)</td>
<td>N/A</td>
<td>40 CFM Hydraulics or 40 CFM Standalone</td>
<td>120 in. (305 cm)</td>
</tr>
<tr>
<td>578E-8200</td>
<td>33,000 GVWR</td>
<td>Open w/ sides panels</td>
<td>Lube only</td>
<td>398 gal. (1,517 L)</td>
<td>(1) 200 gal. (632 L), (6) 120 gal. (454 L), (2) 60 gal. (227 L)</td>
<td>N/A</td>
<td>40 CFM Hydraulics or 40 CFM Standalone</td>
<td>130 in. (330 cm)</td>
</tr>
<tr>
<td>57CC-7300</td>
<td>33,000 GVWR</td>
<td>Open w/ sides panels</td>
<td>1,000 gal. (3,785 L) fuel</td>
<td>120 gal. (454 L)</td>
<td>(3) 60 gal. (227 L), (1) 60 gal. (226 L)</td>
<td>60 gal. (226 L)</td>
<td>40 CFM Hydraulics or 40 CFM Standalone</td>
<td>130 in. (330 cm)</td>
</tr>
<tr>
<td>58CE-7100</td>
<td>60,000+ GVWR</td>
<td>Open w/ sides panels</td>
<td>2,000 gal. (7,570 L) fuel</td>
<td>180 gal.</td>
<td>(5) 120 gal. (454 L)</td>
<td>100 gal. (378 L)</td>
<td>40 CFM Hydraulics or 40 CFM Standalone</td>
<td>182 in. (462 cm)</td>
</tr>
</tbody>
</table>
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.

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.

FAST. SAFE. CLEAN. ECONOMICAL. VERSATILE.

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