



/// Lube Trucks and Lube Bodies





## 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





- 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





2,000-gallon trapezoid diesel truck

High-capacity 1.5-inch fuel reel

- 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.

### 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.





## NEXTLUBE PRO MONITOR SYSTEM

While it might not be big in size, the NextLube Pro monitor system is a big add on in terms of productivity and ease of use. NextLube Pro acts as a centralized control panel, so operators can have automated fluid dispense capabilities and monitoring within Sage Oil Vac mobile lube equipment. This system was designed based on customer feedback to take out the manual activation of valves by integrating the data into an easy-to-use touch screen. With more information given to the operator, this product will also simplify the job by reducing the learning curve for new operators.

### BENEFITS:

- Central, easy-to-use control panel
- Intuitive touch screen
- Real-time displays of fluid levels, quantities of oil dispensed and oil available, flow rates, and oil temperatures
- Tank labeling capability for improved organization
- Future app capabilities

Technicians can view gallons within the tanks, instead of the percentage, making the process easier to determine the amount of oil available to complete an exchange.

Construction Equipment magazine 2018 Top 100 New Products Award winner.



Label individual tanks for quick recognition and organization.

Easy-to-use interface reduces the learning curve for new operators.





## CLASS 5



## CLASS 6

MODEL #	CHASSIS	BODY STYLE	FUEL	USED OIL TANK
<b>CLASS 5 BODIES</b>				
OLB5180	19,500 GVWR	Open	Lube only	180 gal. (681 L)
<b>CLASS 6 BODIES</b>				
CLB6250	25,900 GVWR	Enclosed	Lube only	250 gal. (946 L)
<b>CLASS 7 BODIES</b>				
FL7120S	33,000 GVWR	Open w/ side panels	1000 gal. (3785 L) fuel	120 gal. (454 L)
FL7120P	33,000 GVWR	Open w/ side panels	1000 gal. (3785 L) fuel	120 gal. (454 L)
FL7120SN	33,000 GVWR	Open w/ side panels	1000 gal. (3785 L) fuel	120 gal. (454 L)
FL7120PN	33,000 GVWR	Open w/ side panels	1000 gal. (3785 L) fuel	120 gal. (454 L)
<b>CLASS 8 BODIES</b>				
FL8180	60,000+ GVWR	Open w/ side panels	2,000 gal. (7,570 L) fuel	180 gal.





## CLASS 7



## CLASS 8

OIL TANKS	DEF TANK	POWER	CHASSIS CA
(1) 120 gal. (454 L), (2) 80 gal. (302 L) (2) 60 gal. (226 L)	N/A	11 hp Kohler Gas 35 cfm	84 in. (213 cm)
(4) 120 gal. (454L), 80 gal. (303 L)	N/a	40 CFM Hydraulic or 40 CFM Standalone	120 in. (305 cm)
(1) 120 gal. (454 L), (4) 60 gal. (226 L)	60 gal. (226 L)	40 cfm hydraulic driven reciprocating compressor	130 in. (3.3 m)
(1) 120 gal. (454 L), (4) 60 gal. (226 L)	60 gal. (226 L)	PTO	130 in. (3.3 m)
(1) 120 gal. (454 L), (4) 60 gal. (226 L)	60 gal. (226 L)	40 cfm hydraulic driven reciprocating compressor	130 in. (3.3 m)
(1) 120 gal. (454 L), (4) 60 gal. (226 L)	60 gal. (226 L)	PTO	130 in. (3.3 m)
(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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**FAST.  
SAFE.  
CLEAN.  
ECONOMICAL.  
VERSATILE.**


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