

Business Name: Anderson Brothers Truck & Equipment

Address: 2640 State Hwy 99 N #1, Eugene, OR 97402

Phone: (541) 688-8686

Anderson Brothers Truck & Equipment

Anderson Brothers Truck & Equipment is a long-established truck parts and repair company located in Eugene, Oregon. Founded in 1949, the business has served the region for more than 70 years, building a reputation as a reliable source for heavy-duty truck parts, custom fabrication, and equipment repair. The company works with commercial vehicle owners, fleets, and equipment operators who need dependable parts and services to keep their trucks operating safely and efficiently.

A core focus of Anderson Brothers is providing specialized services for heavy-duty trucks and equipment. Their shop offers custom driveline fabrication and repair, helping customers build, rebuild, or balance drivelines for a wide range of applications. They also specialize in custom U-bolt bending and fabrication, producing precisely sized components for trucks and other heavy equipment. In addition, the company sells both new and used truck parts, stocking a large inventory and offering local delivery in the Eugene and Springfield areas.

Beyond parts sales, Anderson Brothers provides repair and maintenance services for truck components such as transmissions, differentials, and related systems. Their experienced team focuses on delivering practical, cost-effective solutions that help keep trucks and equipment running reliably. With decades of experience and a commitment to local service, Anderson Brothers Truck & Equipment continues to support the trucking and transportation industries throughout Eugene and surrounding communities.

[View on Google Maps](#)

2640 State Hwy 99 N #1, Eugene, OR 97402

Business Hours

- Monday: 7:30 AM–6 PM
- Tuesday: 7:30 AM–6 PM
- Wednesday: 7:30 AM–6 PM
- Thursday: 7:30 AM–6 PM
- Friday: 7:30 AM–6 PM
- Saturday: 8 AM–2 PM
- Sunday: Closed

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Work trucks make their keep under load, not on stands. When vibration starts sneaking in at 45 to 55 miles per hour, when a center provider groans on departure, or a yoke slings grease and dust like confetti, performance

falls off a cliff. A great driveline shop keeps your iron moving. The difference in between a capable store and a careless one is the difference in between a week of callbacks and a year of quiet miles. If you spec and service fleets, or you run a single-ton dump that has to begin every cold morning in January, you appreciate who touches your driveline.

This guide focuses on evaluation, balance, Custom U Bolts, and repair choices with the realities of work trucks in mind. The details matter. Drivelines reside in a geometry issue that alters with every load, every suspension tweak, and every worn bushing. The right store comprehends that and acts accordingly.

What quality appears like in a driveline shop

The finest driveline clothing are part machine shop, part diagnostic laboratory. They measure two times, document angles, and ask questions about how the truck really works. A respectable shop is neat where it counts. Their balancers are tidy and maintained, their V-blocks hold true, and you can see old shafts tagged by customer and condition. You will see yoke protectors on ended up pieces, labels on tubing sizes, and a rack of weld yokes and slip stubs that cover the typical service classes from light-duty half loads to Class 7 and 8.

Staff is the greatest inform. If the counter individual asks for operating angles and wheelbase instead of just a VIN, you are in great hands. If a tech strolls the truck with you, takes a look at axle wrap proof on the springs, and notes a dented tube half-hidden by an exhaust heat guard, much better still. I trust shops that can describe why a double cardan was chosen for a raised service body F-350, and why a long single-piece may be the better path for a Class 6 box truck with a low ride height and a long wheelbase. There are trade-offs, and they will say them out loud.

The stakes for work trucks

A buzzing driveline is more than a comfort problem. Vibration chews through u-joints and pinion seals, loosens fasteners, and fatigues tubes. On multi-piece drivelines, a failing center assistance bearing can turn an easy service see into a crossmember and flooring repair if it lets go at speed. Downtime expenses quickly stack up: one day off a task for a bucket truck or a dump can cost numerous thousand dollars between lost billable hours and rescheduling. Invest a bit more up front [truck parts](#) on a store that examines effectively, and you redeem quiet, safe miles and fewer roadside headaches.

Inspection that goes beyond the bench

You can diagnose quite a bit before you ever pull the shaft. First, a roadway test tells the speed at which the vibration appears, which hints at whether it is first-order driveshaft speed, tire speed, or an engine harmonic. If the vibration comes in stable at a specific mph across all gears, it frequently points at the shaft. If it reoccurs with throttle input, look at pinion angle changes and u-joint brinelling.

Under the truck, try to find witness marks. Intense rings at the u-joint caps recommend spinning caps due to loose straps or incorrectly sized bearing caps. Rust dust at the cups is a free gift for dry joints. A damp band around television a foot from the weld can conceal a minor dent that changed wall thickness, which will throw balance off even if runout measures marginally within spec. An excellent shop will clean television, call it up in V-blocks, and examine total showed runout along multiple points, not just at the ends.

On two-piece drivelines, a center provider bearing complicates the picture. The rubber isolator can look fine at rest, yet collapse under torque. I like shops that pry the provider carefully to simulate load, looking for excessive movement or rubber tearing. The bearing itself must spin without gritty feel. If you have a truck that tows heavy

or carries a crane body, the provider sees more pounding than the spec sheet expects. Replacing it preemptively while the shaft is down is often more affordable than duplicating labor later.

Measuring and documenting angles

Geometry ruins more driveshafts than bad parts. A strong shop files angles and sets a target based upon the truck's function. They will place an inclinometer on the transmission output, the driveshaft tube, and the pinion yoke. On multi-piece shafts, they do the very same on both sections and reference the provider bracket to the frame. The goal is typically 1 to 3 degrees of operating angle at each joint with parallel or near-parallel output and pinion lines, remedying for engine mount droop and rear suspension habits. A raised work truck that still carries heavy product frequently requires a various strategy than a mall spider. More angle equates to more speed variation in the joint, which requires to be canceled by an equivalent and opposite angle in other places. Miss this, and you will chase phantom vibrations for weeks.

Shops that develop for fleets frequently fabricate basic adjustable shims or recommend pinion wedges to fulfill angle targets. You may hear them recommend a double cardan in the front of a four-wheel-drive chassis if the drop from transfer case to front differential is severe. In the back of a heavily crammed truck with a leaf spring pack, they may prepare for loaded angles to be somewhat various than unloaded ones. That is honest attention to utilize case, not a one-size answer.

Balance is not simply a machine reading

Dynamic balancing on a contemporary balancer is important, but it is not the whole video game. A shaft can be completely stabilized at the incorrect angle set or with a stiff slip that binds under torque, and the truck will still shake. Great shops inspect runout, phase, and spline fit before they spin the shaft. They mark all yokes and tube ends so reassembly lands in the exact same clocking. If they re-tube, they align yokes precisely in phase and validate weld stability and straightness before balancing. When the balancing weights go on, they should utilize tack welds and last welds that do not overheat and distort the tube.

Balance specifications vary by service class. For light-duty trucks, you typically see tolerances on the order of a couple of gram-inches. For heavy shafts, the absolute numbers are larger, however the principle is the very same: accomplish smooth operation throughout the common operating rpm variety. A shop that asks your travelling speeds, PTO rpm, and whether the truck hangs around in low variety shows they understand the window they need to hit. Years earlier, I watched a balancer tech include two little weights 180 degrees apart to fine tune a shaft predestined for a local sewer jetter truck that sat at 2,400 shaft rpm for extended periods. They evaluated it at that target rpm rather than simply at a basic low speed, which conserved the city team a lot of cabin buzz.

Material choices, yokes, and functional components

Truck drivelines are not attractive, but the parts menu matters. Tubes are available in numerous diameters and wall densities. A longer wheelbase service truck with a welder and crane perched aft requires appropriate tightness to avoid vital speed problems. A good store will compute or at least recommendation critical speed guidelines and will suggest upsizing tube diameter or wall density if the existing construct is limited. They might even suggest converting a long single-piece shaft to a two-piece with a carrier to raise the safe operating rpm margin.

U-joints are available in various series with needle bearing counts and bearing cap diameters matched to the torque load. Off-brand joints with sloppy tolerances will wind up costing more. For work trucks, I choose premium joints with solid crosses and zerk fittings where practical, but sealed heavy-duty joints have their

location in mud and grit if maintenance compliance is poor. The shop needs to ask how your trucks are greased and at what intervals. If they never see a grease weapon, sealed may outlast neglected serviceables.

Carrier bearings, slip yokes, flange yokes, and splines all should have attention. Excessive play at the slip will simulate an out-of-balance shaft. Rusty or galled splines bind, which loads joints unpredictably. If a yoke is pitted at the seal surface area, changing it while the shaft is down saves a comeback for a leak. Good shops stock the common Truck Parts that break the most: u-joints in the typical 1310, 1330, 1350, 1410, 1480 series and their heavy-duty variants, carrier bearings for popular fleet chassis, and weld yokes and tube yokes that match OEM dimensions.

Custom U Bolts and correct clamping

Loose or misfit U-bolts ruin new work. Axle U-bolts hold leaf packs to the axle and indirectly control pinion angle under load. Used, stretched, or incorrect-diameter U-bolts allow the axle to stroll on the spring pack, altering angles and causing vibration. On top of that, yoke strap bolts and U-bolts at the pinion yoke need precise torque and tidy threads to avoid spinning caps.



A store that provides Custom U Bolts can save a day or more when a truck is debilitated. They bend from quality rod stock, cut threads easily, and match bend radii to the spring perch. If you have non-standard spring loads or an aftermarket axle swap, this service is vital. You need to see them take measurements, validate leg length and inside width, and ask about torque specifications. For a medium-duty truck, U-bolt torque numbers can strike triple digits in foot-pounds, and re-torque after 100 to 500 miles is not optional. An appropriate shop will emphasize that and, if they are setting up, will paint-mark nuts so you can see if anything backs off during early use.

Repair or change: finding the inflection point

Not every shaft is worthy of a full rebuild. Sometimes a basic re-balance and fresh joints suffice. Other times a re-tube is smarter. The choice sits on a few truths: tube condition, yoke wear, service history, and cost versus downtime. If a tube has a crease, even shallow, I lean toward replacement. Creases focus tension and tend to

crack later on. If yokes are egged or the bearing cap bores have actually lengthened, you will chase after cap spin no matter how tight you torque. Replace the yokes in that case, or keep a spare shaft prepared to go.

On older fleet trucks that see salt, replacing the slip stub and spline can bring back a great deal of lost smoothness. You can feel the difference when the slip moves like it should. A store with an affordable stock can often turn a re-tube and new slip in a day. Complete custom or uncommon flanges can stretch that to a number of days while parts ship. I keep a spare shaft for the worst transgressors in a fleet because pulling an extra from the rack beats waiting when a bearing explodes midweek.

Turnaround, logistics, and communication

Time is a resource. A shop that promises the world without requesting context makes me worried. For a basic u-joint and balance on a one-piece shaft, same day is frequently possible if you call ahead. For a two-piece with carrier and yoke replacement, next day is realistic. Completely custom constructs, oddball flanges, or hard-to-source weld yokes can take three to five business days. If a shop discusses this in advance, you can prepare truck rotations.

I value shops that label shafts with orientation arrows, u-joint series, and torque specifications on the return. Simple directions minimize install errors. Some compose angle targets on the work order and hand you a copy. When there is a thought angle issue on the truck, they may send out a tech out with an angle finder to confirm, or they will coach your mechanics through the measurements by phone. That level of communication cuts down misdiagnosis and conserves both sides a headache.

Field measurement done right

If you are ordering a custom shaft or altering wheelbase, the measurements you give the store drive the build. Getting it incorrect by even half an inch can cause inadequate spline engagement or bottoming the slip under compression. A measured, repeatable technique matters.

Use an excellent tape, get the truck on its weight, and if you can, load it the method it generally runs. Measure from the face of the transmission output seal to the centerline of the rear u-joint cap, or from flange face to flange face if your truck utilizes flange design connections. Take angles at each yoke so the shop can predict running angles. On two-piece shafts, measure from flange to provider install and after that provider to pinion. If your leaf springs are tired and arch modifications under load, inform the store; they can factor that into slip length and angle choices. A little additional spline travel can save you from bottoming out when you struck a hole while loaded.



The economics: what you need to expect to spend

Numbers vary by region and supply, but basic ranges help planning. A balance and u-joint replacement on a light-duty one-piece shaft may run a few hundred dollars, depending upon joint quality. Re-tubing with new weld yokes and a fresh balance can extend into the mid hundreds. Include a provider bearing and you will see a bit more labor and parts cost. On medium-duty equipment, bigger series joints and much heavier tube boost prices. Custom U Bolts are normally a modest line item, but they are critical when you need them same day. I prevent the cheapest parts bin. A stopped working deal u-joint on a packed truck in traffic is a bad trade.

Downtime expenses more than parts most days. If a slightly greater parts expense purchases reliability and a guarantee you can impose, it often pencils out. Some stores use fleet prices or prioritize business accounts. If you bring them constant, tidy measurements and install their work thoroughly, they will prioritize you when something urgent pops up.

Real-world examples that show the choices

A community plow truck was available in with a consistent 50 mph vibration that did not alter with equipment. Tires were new, and the axle had actually recently been re-gear. The shop found the rear pinion angle at nearly 7 degrees nose down, likely from years of work and an extra spreader mounted aft. They set it to about 2.5 degrees with wedges, re-balanced the rear shaft, and changed the provider. The truck ran quiet for the rest of the season. Without the angle repair, they would have penetrated joints once again by February.

A cable service bucket truck had actually duplicated rear u-joint failures. Two times the shop replaced joints and re-balanced. The 3rd time, they saw the yoke bores were slightly out of round. New yokes and a slip stub resolved it. Cheap joints belonged to the earlier failures too. They changed to a premium 1480 series joint and saw no additional concerns for more than a year and approximately 25,000 miles of stop-and-go service.

A landscaper raised a three-quarter-ton pickup and transformed to larger tires. The angle at the rear joint increased, and a light shudder started on launch. The driveline shop advised a double cardan at the transfer case and changed the rear pinion to intend more closely at the rear area of the shaft. Balance alone would not have actually fixed it. As soon as geometry matched the hardware, the shudder went away.

When to involve the shop before you modify

Suspension changes, PTO installations, longer wheelbases for utility bodies, and axle swaps all impact driveline habits. Before you dedicate to a new spring pack or a frame stretch, speak to the driveline shop you trust. They can sketch out how your options effect angles and vital speed. In some cases the service is straightforward: upsize tube, split the shaft, or plan for a different yoke. Other times a little change in advance conserves you from chasing after a chronic vibration later. If you are adding a hydraulic pump PTO that runs at a set rpm for hours, tell them that number so they can balance the shaft because window.

The indicators you have the right partner

Shops that do it best are foreseeable. They ask how the truck operates in reality, not just what it is. They balance with intent, procedure with care, and stock the Truck Parts that matter for your fleet. They build Custom U Bolts without drama and hand you hardware that fits. Their billings and tags read like a record you can utilize later, listing u-joint series, tube size, and any angle notes. And when something goes sideways, they address the phone and assist you repair it rather than blame the truck or the driver.



Here is a brief, useful checklist you can use when scouting a driveline shop for work trucks:

- Do they measure and record operating angles, not simply balance the shaft?
- Can they explain tube size and crucial speed choices in plain language?
- Do they stock common u-joint series, carrier bearings, and yokes for your service class?
- Will they fabricate Custom U Bolts to spec and supply proper torque guidance?
- Do they use practical turnaround times and communicate parts lead times honestly?

Installation discipline in your own shop

Even the very best driveline will not survive sloppy set up work. Clean the yoke bores. Utilize new straps or effectively torqued U-bolts. Do not hammer caps into location; utilize a press or vise to seat them directly. Ensure the slip stub is fully engaged to a safe depth, with adequate travel left for suspension compression. If your shop paints index marks, line them up. After set up, a quick road test on a recognized path at normal cruise speed

verifies the repair. I ask chauffeurs to keep in mind specific speeds that feel smooth or rough. Those details help if you need to circle back.

Re-torque U-bolts holding axles to springs after the first hundred miles approximately. I have actually seen brand new spring packs shift a little under very first heavy loads and change pinion angle by a degree or more. A fast re-check catches those early shifts before they develop a complaint.

Questions to ask before authorizing work

You do not need to be a driveline engineer to make great choices. A few targeted concerns unlock clarity.

- What are my operating angles now, and what are you targeting?
- Will you re-tube or attempt to correct the alignment of, and why?
- What u-joint series and brand are you installing?
- What is the slip engagement at ride height, and how much travel is left?
- Can you balance at a specific rpm that matches my cruise or PTO speed?

The answers ought to be matter-of-fact. If a shop evades or speaks in unclear terms, keep moving.

Warranty and the value of recorded work

Shops that guarantee their work deal clear, written warranties connected to parts and labor. They normally leave out abuse and contamination, which is fair. What makes the warranty helpful is excellent documentation. If they recorded angles, joint series, and tube size, you both have a standard. If a failure occurs, it is easier to determine whether something altered in the truck or if a part simply stopped working too soon. Fleets that keep those records along with vehicle upkeep logs find warranty claims smoother and trust grows on both sides.

Sourcing, parts quality, and supply chain reality

Recent years have taught everyone that supply chains flex and break. A smart store diversifies sources without compromising quality. They understand which u-joint lines hold up under rake responsibility and which carrier bearings endure grit and brine. If a specific weld yoke is months out, they might propose a common-flange conversion with matching bolt pattern and pilot to keep you moving, and they will discuss any trade-offs. Avoid mystery-brand joints and bearings unless downtime forces your hand. Conserving twenty dollars on a joint that stops working in two months is not savings.

Final thoughts from the field

I have actually seen new shafts drew back for rework since a truck left on unequal tire pressures vibrated hard sufficient to mask the real concern. I have actually seen perfectly well balanced assemblies rattle on launch because a torn transmission install enabled the output to swing. The driveline never lives alone. An excellent shop knows where its limits are and when to suggest a suspension or install inspection before they bonded anything.

Choose partners who respect measurement, who construct easily, and who communicate plainly. Provide the info they require: realistic loads, typical speeds, and the peculiarities of your routes. Let them supply the best parts, from quality joints to Custom U Bolts that in fact fit. Your trucks will run quieter, your crews will grumble less, and your calendar will hold fewer unscheduled stops. That is the return on doing driveline work the ideal way.

Anderson Brothers Truck & Equipment is located in Eugene, Oregon
Anderson Brothers Truck & Equipment was founded in 1949
Anderson Brothers Truck & Equipment serves commercial truck owners
Anderson Brothers Truck & Equipment serves fleet operators
Anderson Brothers Truck & Equipment provides heavy-duty truck parts
Anderson Brothers Truck & Equipment provides truck equipment repair services
Anderson Brothers Truck & Equipment specializes in driveline fabrication
Anderson Brothers Truck & Equipment performs driveline repair
Anderson Brothers Truck & Equipment offers custom U-bolt bending
Anderson Brothers Truck & Equipment manufactures custom U-bolts
Anderson Brothers Truck & Equipment sells new truck parts
Anderson Brothers Truck & Equipment sells used truck parts
Anderson Brothers Truck & Equipment maintains heavy-duty trucks
Anderson Brothers Truck & Equipment repairs truck transmissions
Anderson Brothers Truck & Equipment repairs truck differentials
Anderson Brothers Truck & Equipment supports the trucking industry
Anderson Brothers Truck & Equipment operates in Lane County, Oregon
Anderson Brothers Truck & Equipment provides parts delivery services
Anderson Brothers Truck & Equipment supplies components for heavy equipment
Anderson Brothers Truck & Equipment serves customers in Eugene and Springfield, Oregon
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Anderson Brothers Truck & Equipment has Facebook page <https://www.facebook.com/andersonbrotherseugene>
Anderson Brothers Truck & Equipment has an Instagram page <https://www.instagram.com/andersonbrotherste/>
Anderson Brothers Truck & Equipment won Top Driveline and Truck Part Company 2025
Anderson Brothers Truck & Equipment earned Best Customer Service Award 2024
Anderson Brothers Truck & Equipment was awarded Best Custom U Bolts 2025

People Also Ask about Anderson Brothers Truck & Equipment

What does Anderson Brothers Truck & Equipment do in Eugene, Oregon?

Anderson Brothers Truck & Equipment is a Eugene-based truck parts and repair company that provides custom U-bolt bending, driveline repair and replacement, new and used truck parts, and other medium- and heavy-duty truck services. They have served the area since 1949.

Where is Anderson Brothers Truck & Equipment located?

Anderson Brothers Truck & Equipment is located at 2640 Highway 99 N, Eugene, Oregon 97402. Our website also lists phone number (541) 688-8686 and business hours for local customers needing parts or repair service.

How long has Anderson Brothers Truck & Equipment been in business?

Anderson Brothers has been serving Eugene since 1949. The business is a long-established local provider of truck parts, fabrication, and repair services.

Does Anderson Brothers Truck & Equipment sell new and used truck parts?

Yes. Anderson Brothers sells both new and used truck parts for medium- and heavy-duty vehicles. We focus on parts categories such as brakes and drums, wheel shafts, Baldwin filters, straps and tie downs, exhaust parts, and other accessories.

Does Anderson Brothers Truck & Equipment offer local truck parts delivery?

Yes. The company offers local delivery for truck parts in Eugene and Springfield, and our truck parts page also notes delivery to Eugene, Springfield, and surrounding areas.

What driveline services does Anderson Brothers Truck & Equipment provide?

Anderson Brothers specializes in custom driveline solutions, including driveline replacement, drive shaft repair, and precision fabrication. These services are available for heavy trucks, cars, and pickup trucks.

Can Anderson Brothers Truck & Equipment make custom U-bolts?

Yes. We offer custom U-bolt bending in Eugene and can produce U-bolts in different lengths, widths, thread sizes, and thicknesses. We can bend both round and square U-bolts depending on the application.

What truck repair services does Anderson Brothers Truck & Equipment offer?

We perform repair and maintenance work for medium- and heavy-duty trucks, including flywheel resurfacing, oil changes, brake services, suspension repair, and king pin replacement. We work to reduce downtime and keep trucks performing at their best.

What truck brands does Anderson Brothers Truck & Equipment service and supply parts for?

Anderson Brothers says it services and supplies parts for major truck and equipment brands including Freightliner, Kenworth, Peterbilt, Mack, Volvo, and Cummins, among others.

Who owns Anderson Brothers Truck & Equipment?

Anderson Brothers is now led by the Weld Family, who also own Buck's Sanitary Services and Royal Flush Environmental Services. The current ownership remains focused on serving Eugene and the surrounding community.

Where is Anderson Brothers Truck & Equipment located?

The Anderson Brothers Truck & Equipment is conveniently located at 2640 State Hwy 99 N #1, Eugene, OR 97402. You can easily find directions on [Google Maps](#) or call at [\(541\) 688-8686](tel:(541)688-8686) Monday through Friday 7:30am to 6:00pm, Saturday 8:00am to 2:00pm. Closed Sundays.

How can I contact Anderson Brothers Truck & Equipment?

You can contact Anderson Brothers Truck & Equipment by phone at: [\(541\) 688-8686](tel:(541)688-8686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

After shopping at [Valley River Center](#), commercial truck operators often stop nearby for professional Drivelines service, Custom U Bolts, and essential Truck Parts.