

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 earn their keep under load, not on stands. When vibration starts creeping in at 45 to 55 mph, when a center provider groans on launch, or a yoke slings grease and dust like confetti, performance falls off a cliff. An

excellent driveline store keeps your iron moving. The distinction in between a capable shop and a reckless one is the distinction 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 needs to start every cold morning in January, you appreciate who touches your driveline.

This guide concentrates on examination, balance, Custom U Bolts, and repair choices with the realities of work trucks in mind. The details matter. Drivelines live in a geometry problem that alters with every load, every suspension tweak, and every worn bushing. The right store comprehends that and behaves accordingly.

What quality looks like in a driveline shop

The best driveline clothing are part factory, part diagnostic laboratory. They measure twice, document angles, and ask concerns about how the truck actually works. A decent shop is tidy where it counts. Their balancers are clean and kept, their V-blocks hold true, and you can see old shafts tagged by consumer and condition. You will see yoke protectors on completed 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 most significant inform. If the counter individual requests operating angles and wheelbase instead of simply 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, better still. I rely on stores that can discuss why a double cardan was selected for a lifted service body F-350, and why a long single-piece may be the much better route for a Class 6 box truck with a low ride height and a long wheelbase. There are compromises, and they will state them out loud.

The stakes for work trucks

A buzzing driveline is more than a convenience concern. Vibration chews through u-joints and pinion seals, loosens up fasteners, and tiredness tubes. On multi-piece drivelines, a failing center assistance bearing can turn a basic service check out into a crossmember and flooring repair if it releases 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. Spend a bit more in advance on a shop that checks correctly, and you redeem quiet, safe miles and fewer roadside headaches.



Inspection that surpasses the bench

You can detect quite a bit before you ever pull the shaft. Initially, a road 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 can be found in steady at a specific mph across all gears, it often points at the shaft. If it comes and goes with throttle input, take a look at pinion angle changes and u-joint brinelling.

Under the truck, try to find witness marks. Brilliant rings at the u-joint caps suggest spinning caps due to loose straps or improperly sized bearing caps. Rust dust at the cups is a free gift for dry joints. A wet band around television a foot from the weld can conceal a slight dent that altered wall density, which will toss balance off even if runout procedures marginally within specification. A great shop will clean television, call it up in V-blocks, and check total showed runout along numerous points, not simply at the ends.

On two-piece drivelines, a center carrier bearing complicates the photo. The rubber isolator can look fine at rest, yet collapse under torque. I like stores that pry the carrier carefully to simulate load, looking for extreme motion or rubber tearing. The bearing itself should spin without gritty feel. If you have a truck that tows heavy or brings a crane body, the carrier sees more pounding than the spec sheet prepares for. Changing it preemptively while the shaft is down is often cheaper than duplicating labor later.

Measuring and recording angles

Geometry ruins more driveshafts than bad parts. A strong shop documents angles and sets a target based on the truck's function. They will put an inclinometer on the transmission output, the driveshaft tube, and the pinion yoke. On multi-piece shafts, they do the exact same on both areas and reference the provider bracket to the frame. The objective is usually 1 to 3 degrees of running angle at each joint with parallel or near-parallel output and pinion lines, fixing for engine mount droop and rear suspension habits. A raised work truck that still transports heavy material frequently requires a various strategy than a shopping mall crawler. 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 after phantom vibrations for weeks.

Shops that develop for fleets frequently make easy adjustable shims or recommend pinion wedges to satisfy angle targets. You might hear them suggest 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 rear of a heavily loaded truck with a leaf spring pack, they might plan for packed angles to be slightly various than unloaded ones. That is truthful attention to utilize case, not a one-size answer.

Balance is not simply a machine reading

Dynamic balancing on a modern balancer is essential, however it is not [drivelines](#) 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 stores examine 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 stage and validate weld stability and straightness before stabilizing. When the balancing weights go on, they must use tack welds and final welds that do not overheat and misshape the tube.

Balance specifications vary by service class. For light-duty trucks, you frequently see tolerances on the order of a few gram-inches. For heavy shafts, the outright numbers are bigger, but the concept is the same: accomplish smooth operation throughout the common operating rpm range. A store that asks your cruising speeds, PTO rpm, and whether the truck hangs out in low range shows they understand the window they need to strike. Years earlier, I viewed a balancer tech add 2 small weights 180 degrees apart to tweak a shaft destined for a municipal sewage system jetter truck that sat at 2,400 shaft rpm for extended periods. They tested it at that target rpm rather than simply at a standard low speed, which saved the city team a lot of cabin buzz.

Material options, yokes, and serviceable components

Truck drivelines are not attractive, however the parts menu matters. Tubes can be found in numerous diameters and wall thicknesses. A longer wheelbase service truck with a welder and crane perched aft requires adequate tightness to prevent critical speed issues. An excellent shop will calculate or a minimum of recommendation crucial speed standards and will suggest upsizing tube size or wall thickness if the current construct is limited. They might even suggest transforming a long single-piece shaft to a two-piece with a provider to raise the safe operating rpm margin.

U-joints are available in various series with needle bearing counts and bearing cap sizes matched to the torque load. Off-brand joints with sloppy tolerances will end up costing more. For work trucks, I prefer superior joints with solid crosses and zerk fittings where useful, but sealed heavy-duty joints have their place in mud and grit if upkeep compliance is poor. The store needs to ask how your trucks are greased and at what periods. If they never see a grease gun, sealed may outlive ignored 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 unexpectedly. If a yoke is pitted at the seal surface, changing it while the shaft is down conserves a return for a leak. Great stores stock the common Truck Parts that wear the most: u-joints in the common 1310, 1330, 1350, 1410, 1480 series and their sturdy variations, carrier bearings for popular fleet chassis, and weld yokes and tube yokes that match OEM dimensions.

Custom U Bolts and proper 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 permit the axle to walk on the spring pack, altering

angles and inducing vibration. On top of that, yoke strap bolts and U-bolts at the pinion yoke need precise torque and tidy threads to prevent spinning caps.

A store that provides Custom U Bolts can save a day or more when a truck is immobilized. 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 essential. You should see them take measurements, confirm leg length and inside width, and inquire about torque specs. 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 store will stress that and, if they are installing, will paint-mark nuts so you can see if anything backs off during early use.

Repair or replace: discovering the inflection point

Not every shaft is worthy of a full rebuild. In some cases an easy re-balance and fresh joints suffice. Other times a re-tube is smarter. The decision rests on a couple of truths: tube condition, yoke wear, service history, and cost versus downtime. If a tube has a crease, even shallow, I favor replacement. Creases focus tension and tend to split later. If yokes are egged or the bearing cap bores have lengthened, you will chase cap spin no matter how tight you torque. Change the yokes because case, or keep an extra shaft ready to go.

On older fleet trucks that see salt, replacing the slip stub and spline can restore a lot of lost smoothness. You can feel the distinction when the slip moves like it should. A store with a reasonable stock can often turn a re-tube and new slip in a day. Full custom or unusual flanges can extend that to numerous days while parts ship. I keep an extra shaft for the worst wrongdoers in a fleet because pulling a spare from the rack beats waiting when a bearing explodes midweek.

Turnaround, logistics, and communication

Time is a resource. A shop that guarantees the world without requesting for context makes me worried. For a basic u-joint and balance on a one-piece shaft, same day is often possible if you call ahead. For a two-piece with provider and yoke replacement, next day is reasonable. Completely custom constructs, oddball flanges, or hard-to-source weld yokes can take 3 to five company days. If a store describes this in advance, you can plan truck rotations.

I appreciate stores that identify shafts with orientation arrows, u-joint series, and torque specs on the return. Basic instructions decrease install errors. Some compose angle targets on the work order and hand you a copy. When there is a presumed angle issue on the truck, they may send a tech out with an angle finder to verify, or they will coach your mechanics through the measurements by phone. That level of communication cuts down misdiagnosis and saves both sides a headache.

Field measurement done right

If you are purchasing a custom shaft or changing wheelbase, the measurements you give the store drive the construct. Getting it incorrect by even half an inch can cause insufficient spline engagement or bottoming the slip under compression. A measured, repeatable approach matters.

Use an excellent tape, get the truck on its weight, and if you can, load it the way it normally runs. Procedure 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 uses flange design connections. Take angles at each yoke so the store can predict running angles. On two-piece shafts, step from flange to provider mount and after that provider to pinion. If your leaf

springs are worn out and arch modifications under load, inform the store; they can factor that into slip length and angle choices. A little extra spline travel can save you from bottoming out when you hit a hole while loaded.

The economics: what you should expect to spend

Numbers differ by area and supply, but general varieties assist planning. A balance and u-joint replacement on a light-duty one-piece shaft might 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 carrier bearing and you will see a bit more labor and parts expense. On medium-duty equipment, larger series joints and much heavier tube increase rates. Custom U Bolts are generally a modest line product, but they are crucial when you require them same day. I avoid the least expensive parts bin. A failed deal u-joint on a loaded truck in traffic is a poor trade.

Downtime expenses more than parts most days. If a somewhat higher parts bill purchases dependability and a service warranty you can impose, it frequently pencils out. Some stores offer fleet pricing or prioritize commercial accounts. If you bring them consistent, clean measurements and install their work carefully, they will prioritize you when something urgent pops up.

Real-world examples that illustrate the choices

A municipal plow truck was available in with a consistent 50 mph vibration that did not alter with equipment. Tires were new, and the axle had just recently been re-gearred. The shop discovered the rear pinion angle at almost 7 degrees nose down, likely from years of work and an extra spreader installed aft. They set it to about 2.5 degrees with wedges, re-balanced the rear shaft, and replaced the provider. The truck ran peaceful for the rest of the season. Without the angle repair, they would have eaten through joints once again by February.

A cable television service container truck had actually duplicated rear u-joint failures. Twice the store changed joints and re-balanced. The 3rd time, they observed the yoke bores were a little out of round. New yokes and a slip stub solved it. Cheap joints were part of the earlier failures too. They switched to a premium 1480 series joint and saw no further issues for more than a year and roughly 25,000 miles of stop-and-go service.

A landscaper lifted a three-quarter-ton pickup and transformed to bigger tires. The angle at the rear joint increased, and a light shudder began on launch. The driveline store recommended a double cardan at the transfer case and changed the rear pinion to intend more closely at the rear section of the shaft. Balance alone would not have resolved it. As soon as geometry matched the hardware, the shudder went away.



When to include the shop before you modify

Suspension modifications, PTO setups, longer wheelbases for utility bodies, and axle swaps all affect driveline habits. Before you commit to a new spring pack or a frame stretch, talk to the driveline shop you trust. They can sketch out how your choices effect angles and critical speed. In some cases the service is straightforward: upsize tube, divided the shaft, or prepare for a different yoke. Other times a small modification in advance saves you from chasing a chronic vibration later. If you are adding a hydraulic pump PTO that runs at a set rpm for hours, inform them that number so they can balance the shaft because window.

The indicators you have the ideal partner

Shops that do it best are predictable. They ask how the truck works in reality, not simply what it is. They balance with intent, measure 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 check out like a record you can use later on, listing u-joint series, tube size, and any angle notes. And when something goes sideways, they answer the phone and assist you repair it instead of blame the truck or the driver.

Here is a short, practical list you can use when hunting a driveline look for work trucks:

- Do they measure and document running angles, not simply balance the shaft?
- Can they explain tube size and vital speed options in plain language?
- Do they stock typical u-joint series, provider bearings, and yokes for your service class?
- Will they fabricate Custom U Bolts to spec and offer appropriate torque guidance?
- Do they use practical turn-around times and interact parts lead times honestly?

Installation discipline in your own shop

Even the very best driveline will not make it through sloppy install work. Tidy the yoke tires. Use new straps or appropriately torqued U-bolts. Do not hammer caps into location; use a press or vise to seat them directly. Ensure the slip stub is totally engaged to a safe depth, with sufficient travel left for suspension compression. If

your shop paints index marks, line them up. After install, a fast road test on a known route at normal cruise speed validates the fix. I ask chauffeurs to note particular speeds that feel smooth or rough. Those information help if you need to circle back.

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

Questions to ask before authorizing work

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

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

The responses ought to be matter-of-fact. If a store evades or speaks in vague terms, keep moving.

Warranty and the value of recorded work

Shops that stand behind their work offer clear, written warranties tied to parts and labor. They normally leave out abuse and contamination, which is reasonable. What makes the service warranty useful is good paperwork. If they tape-recorded angles, joint series, and tube size, you both have a standard. If a failure occurs, it is much easier to determine whether something changed in the truck or if a part just stopped working too soon. Fleets that keep those records along with automobile upkeep logs discover service warranty claims smoother and trust grows on both sides.

Sourcing, parts quality, and supply chain reality

Recent years have actually taught everyone that supply chains flex and break. A smart shop diversifies sources without compromising quality. They know which u-joint lines hold up under plow responsibility and which provider bearings survive grit and brine. If a particular weld yoke is months out, they may propose a common-flange conversion with matching bolt pattern and pilot to keep you moving, and they will explain any trade-offs. Prevent mystery-brand joints and bearings unless downtime forces your hand. Saving twenty bucks on a joint that stops working in 2 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 enough to mask the genuine concern. I have actually seen perfectly balanced assemblies rattle on launch due to the fact that a torn transmission install enabled the output to swing. The driveline never lives alone. A good shop understands where its limits are and when to recommend a suspension or mount evaluation before they bonded anything.

Choose partners who respect measurement, who develop cleanly, and who communicate plainly. Provide the information they require: practical loads, typical speeds, and the peculiarities of your routes. Let them provide the right parts, from quality joints to Custom U Bolts that actually fit. Your trucks will run quieter, your teams will

complain 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

Anderson Brothers Truck & Equipment has a phone number of (541) 688-8686

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Anderson Brothers Truck & Equipment has a website <https://andersonbrotherste.com/>

Anderson Brothers Truck & Equipment has Google Maps listing <https://maps.app.goo.gl/ta67Qi9fc5DCZZp7>

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:5416888686) 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:5416888686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

After browsing local vendors at the [Eugene Saturday Market](#), many truck drivers plan maintenance visits for Drivelines repair, Custom U Bolts production, and quality Truck Parts.