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 creeping in at 45 to 55 miles per hour, when a center provider groans on takeoff, or a yoke slings grease and dust like confetti, productivity falls

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

This guide focuses on assessment, balance, Custom U Bolts, and repair choices with the realities of work trucks in mind. The details matter. Drivelines live in a geometry issue that changes with every load, every suspension tweak, and every used bushing. The right store understands that and acts accordingly.

What quality appears like in a driveline shop

The best driveline attires are part machine shop, part diagnostic lab. They determine two times, document angles, and ask questions about how the truck really works. A reputable store is tidy where it counts. Their balancers are clean and maintained, their V-blocks hold true, and you can see old shafts tagged by customer 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 common service classes from light-duty half tons to Class 7 and 8.

Staff is the most significant inform. If the counter person requests for operating angles and wheelbase rather than just a VIN, you are in excellent hands. If a tech strolls the truck with you, looks at axle wrap evidence on the springs, and keeps in mind a dinged up tube half-hidden by an exhaust heat guard, better still. I trust shops that can explain why a double cardan was selected for a raised service body F-350, and why a long single-piece might be the much better route for a Class 6 box truck with a low ride height and a long wheelbase. There are trade-offs, and they will state them out loud.

The stakes for work trucks

A buzzing driveline is more than a comfort issue. 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 simple service visit into a crossmember and flooring repair if it releases at speed. Downtime expenses quickly accumulate: one day off a job for a bucket truck or a dump can cost a number of thousand dollars in between lost billable hours and rescheduling. Spend a bit more up front on a shop that inspects appropriately, and you redeem peaceful, safe miles and fewer roadside headaches.

Inspection that goes beyond the bench

You can detect a fair bit before you ever pull the shaft. Initially, a road test informs the speed at which the vibration appears, which means whether it is first-order driveshaft speed, tire speed, or an engine harmonic. If the vibration comes in constant at a particular mph across all equipments, it often points at the shaft. If it comes and goes with throttle input, take a look at pinion angle modifications and u-joint brinelling.

Under the truck, search for witness marks. Intense rings at the u-joint caps suggest spinning caps due to loose straps or improperly sized bearing caps. Rust dust at the cups is custom U bolts a giveaway for dry joints. A damp band around the tube a foot from the weld can hide a minor dent that altered wall density, which will toss balance off even if runout procedures marginally within spec. A great shop will clean television, call it up in V-blocks, and examine total showed runout along multiple points, not simply at the ends.

On two-piece drivelines, a center provider bearing complicates the photo. The rubber isolator can look fine at rest, yet collapse under torque. I like shops that pry the provider carefully to mimic load, looking for excessive movement or rubber tearing. The bearing itself should 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 typically more affordable than duplicating labor later.

Measuring and documenting angles

Geometry ruins more driveshafts than bad parts. A solid store 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 sections and reference the carrier bracket to the frame. The objective is normally 1 to 3 degrees of operating angle at each joint with parallel or near-parallel output and pinion lines, fixing for engine install sag and rear suspension behavior. A raised work truck that still carries heavy material typically requires a different strategy than a mall crawler. More angle equals more speed variation in the joint, which requires to be canceled by an equal and opposite angle somewhere else. Miss this, and you will chase after phantom vibrations for weeks.

Shops that build for fleets often fabricate simple adjustable shims or suggest pinion wedges to meet 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 crammed truck with a leaf spring pack, they may plan for crammed angles to be slightly various than unloaded ones. That is truthful attention to use case, not a one-size answer.

Balance is not just a device reading

Dynamic balancing on a modern balancer is necessary, however 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. Excellent stores check runout, phase, and spline fit before they spin the shaft. They mark all yokes and tube ends so reassembly lands in the same clocking. If they re-tube, they align yokes exactly in phase and confirm weld stability and straightness before stabilizing. When the balancing weights go on, they need to utilize tack welds and last welds that do not get too hot and misshape the tube.

Balance specifications differ by service class. For light-duty trucks, you often see tolerances on the order of a couple of gram-inches. For heavy shafts, the outright numbers are bigger, however the principle is the same: accomplish smooth operation throughout the typical operating rpm variety. 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 ago, I saw a balancer tech include two little weights 180 degrees apart to tweak a shaft predestined for a local sewage system jetter truck that sat at 2,400 shaft rpm for extended periods. They checked it at that target rpm instead of simply at a standard low speed, which saved the city crew a lot of cabin buzz.

Material choices, yokes, and serviceable components

Truck drivelines are not glamorous, but the parts menu matters. Tubes can be found in a number of diameters and wall thicknesses. A longer wheelbase service truck with a welder and crane perched aft needs sufficient tightness to avoid important speed issues. An excellent store will compute or at least referral critical speed guidelines and will recommend upsizing tube size or wall density if the current construct is minimal. They might even recommend transforming a long single-piece shaft to a two-piece with a provider to raise the safe operating rpm margin.

U-joints come in various series with needle bearing counts and bearing cap diameters matched to the torque load. Off-brand joints with sloppy tolerances will end up costing more. For work trucks, I prefer superior joints with strong crosses and zerk fittings where practical, however sealed durable joints have their location in mud and grit if maintenance compliance is bad. The store must ask how your trucks are greased and at what intervals. If they never see a grease gun, sealed may last longer than ignored serviceables.

Carrier bearings, slip yokes, flange yokes, and splines all are worthy of attention. Excessive play at the slip will imitate an out-of-balance shaft. Rusty or galled splines bind, which loads joints unpredictably. If a yoke is pitted at the seal surface area, replacing it while the shaft is down conserves a comeback for a leak. Great stores stock the typical Truck Parts that wear the most: u-joints in the common 1310, 1330, 1350, 1410, 1480 series and their sturdy variants, 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, extended, or incorrect-diameter U-bolts permit 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 accurate torque and tidy threads to avoid spinning caps.

A store that provides Custom U Bolts can conserve a day or more when a truck is paralyzed. They bend from quality rod stock, cut threads cleanly, and match bend radii to the spring perch. If you have non-standard spring packs or an aftermarket axle swap, this service is important. You must 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. A proper store 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: discovering the inflection point

Not every shaft should have a full rebuild. Sometimes a simple 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 stress and tend to split later on. If yokes are egged or the bearing cap bores have actually extended, you will chase cap spin no matter how tight you torque. Change 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 restore a lot of lost smoothness. You can feel the distinction when the slip moves like it should. A shop with a sensible inventory can frequently turn a re-tube and new slip in a day. Complete custom or unusual flanges can stretch that to several days while parts ship. I keep a spare shaft for the worst transgressors in a fleet due to the fact that pulling an extra from the rack beats waiting when a bearing blows up midweek.

Turnaround, logistics, and communication

Time is a resource. A shop that promises the world without asking for context makes me nervous. For a basic u-joint and balance on a one-piece shaft, same day is typically possible if you call ahead. For a two-piece with provider and yoke replacement, next day is practical. Fully custom builds, oddball flanges, or hard-to-source weld yokes can take three to 5 service days. If a shop discusses this up front, 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 mistakes. Some write angle targets on the work order and hand you a copy. When there is a presumed angle issue on the truck, they might send out 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 conserves both sides a headache.

Field measurement done right

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

Use a good tape, get the truck on its weight, and if you can, load it the way it typically 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 utilizes flange style connections. Take angles at each yoke so the store can forecast running angles. On two-piece shafts, step from flange to provider install and then provider to pinion. If your leaf springs are exhausted and arch modifications under load, inform the store; they can factor that into slip length and angle options. A little additional spline travel can conserve you from bottoming out when you hit a pit while loaded.

The economics: what you should anticipate to spend

Numbers differ by area and supply, however basic ranges help preparation. 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 carrier bearing and you will see a bit more labor and parts expense. On medium-duty equipment, bigger series joints and much heavier tube increase costs. Custom U Bolts are usually a modest line product, however they are critical when you require them exact same day. I prevent the most affordable parts bin. A stopped working deal u-joint on a packed truck in traffic is a poor trade.

Downtime costs more than parts most days. If a slightly greater parts expense purchases dependability and a guarantee you can impose, it typically pencils out. Some stores provide fleet rates or focus on business accounts. If you bring them constant, clean measurements and install their work thoroughly, they will prioritize you when something immediate pops up.

Real-world examples that highlight the choices

A municipal rake truck was available in with a steady 50 miles per hour vibration that did not change with gear. Tires were new, and the axle had recently been re-geared. The shop discovered the rear pinion angle at nearly 7 degrees nose down, likely from years of work and an additional spreader mounted 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 penetrated joints once again by February.

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

A landscaper raised a three-quarter-ton pickup and transformed to bigger tires. The angle at the rear joint increased, and a light shudder started on takeoff. The driveline shop advised a double cardan at the transfer case

and adjusted the rear pinion to intend more carefully at the rear area of the shaft. Balance alone would not have fixed it. When geometry matched the hardware, the shudder went away.

When to involve the store before you modify

Suspension changes, PTO setups, longer wheelbases for energy bodies, and axle swaps all affect driveline habits. Before you dedicate to a new spring pack or a frame stretch, speak with the driveline store you trust. They can sketch out how your options impact angles and vital speed. Sometimes the option is uncomplicated: upsize tube, divided the shaft, or prepare for a various yoke. Other times a little change up front conserves you from chasing a persistent vibration later. If you are including a hydraulic pump PTO that performs at a set rpm for hours, tell them that number so they can balance the shaft because window.

The indications you have the ideal partner

Shops that do it best are foreseeable. They ask how the truck operates 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 invoices and tags check out like a record you can utilize later, noting u-joint series, tube size, and any angle notes. And when something goes sideways, they answer the phone and assist you repair it rather than blame the truck or the driver.

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

- Do they measure and record running angles, not just balance the shaft?
- Can they explain tube size and important speed choices in plain language?
- Do they stock typical u-joint series, provider bearings, and yokes for your service class?
- Will they produce Custom U Bolts to spec and offer proper torque guidance?
- Do they use practical turnaround times and interact parts lead times honestly?

Installation discipline in your own shop

Even the very best driveline will not make it through sloppy set up work. Clean the yoke tires. Use 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 totally engaged to a safe depth, with adequate travel left for suspension compression. If your shop paints index marks, line them up. After install, a quick road test on a known path at common 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 somewhat under very first heavy loads and alter pinion angle by a degree or more. A quick 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 good decisions. A couple of targeted questions unlock clarity.

- What are my operating angles now, and what are you targeting?
- Will you re-tube or attempt to align, and why?

- What u-joint series and brand name are you installing?
- What is the slip engagement at ride height, and just how much travel is left?
- Can you balance at a particular rpm that matches my cruise or PTO speed?

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

Warranty and the worth of recorded work

Shops that guarantee their work offer clear, written service warranties tied to parts and labor. They usually exclude abuse and contamination, which is fair. What makes the guarantee helpful is great paperwork. If they tape-recorded angles, joint series, and tube size, you both have a baseline. If a failure occurs, it is much easier to determine whether something altered in the truck or if a part just stopped working too soon. Fleets that keep those records alongside automobile upkeep logs find 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 clever store diversifies sources without sacrificing quality. They understand which u-joint lines hold up under rake task and which carrier bearings endure grit and salt water. If a specific 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 compromises. Prevent mystery-brand joints and bearings unless downtime forces your hand. Saving twenty dollars on a joint that fails in 2 months is not savings.

Final ideas from the field

I have actually seen new shafts pulled back for rework due to the fact that a truck left on unequal tire pressures vibrated hard adequate to mask the real concern. I have actually seen completely well balanced assemblies rattle on launch since a torn transmission mount allowed the output to swing. The driveline never lives alone. A good shop understands where its borders are and when to recommend a suspension or mount examination before they bonded anything.

Choose partners who appreciate measurement, who develop cleanly, and who communicate clearly. Provide the information they require: sensible loads, normal speeds, and the peculiarities of your paths. Let them supply the ideal parts, from quality joints to Custom U Bolts that really fit. Your trucks will run quieter, your teams will grumble less, and your calendar will hold less unscheduled stops. That is the return on doing driveline work the best 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 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 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, visit their website at https://andersonbrotherste.com/ or connect on social media via Facebook or Instagram

While exploring the exhibits at the Lane County History Museum, many drivers know they can find nearby support for Drivelines repair, Custom U Bolts manufacturing, and quality Truck Parts.