

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

off a cliff. An excellent driveline shop keeps your iron moving. The difference in between a capable shop and a negligent one is the distinction in 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 needs to begin every cold early morning in January, you appreciate who touches your driveline.

This guide focuses on inspection, balance, Custom U Bolts, and repair decisions with the truths of work trucks in mind. The details matter. Drivelines reside in a geometry problem that changes with every load, every suspension tweak, and every used bushing. The right store comprehends that and acts accordingly.

What quality looks like in a driveline shop

The best driveline attires are part factory, part diagnostic lab. They determine two times, document angles, and ask concerns about how the truck in fact works. A decent shop is tidy where it counts. Their balancers are clean and maintained, their V-blocks are true, and you can see old shafts tagged by client 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 lots to Class 7 and 8.

Staff is the biggest inform. If the counter person asks for operating angles and wheelbase instead of just a VIN, you remain in great hands. If a tech walks the truck with you, looks at axle wrap proof on the springs, and keeps in mind a dented tube half-hidden by an exhaust heat guard, better still. I trust shops that can explain why a double cardan was chosen for a lifted service body F-350, and why a long single-piece might be the better path for a Class 6 box truck with a low trip 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 convenience concern. Vibration chews through u-joints and pinion seals, loosens up fasteners, and fatigues tubes. On multi-piece drivelines, a failing center assistance bearing can turn a simple service see into a crossmember and flooring repair if it lets go at speed. Downtime costs quickly stack up: one day off a task for a pail truck or a dump can cost numerous thousand dollars between lost billable hours and rescheduling. Invest a bit more up front on a store that examines effectively, and you redeem peaceful, safe miles and fewer roadside headaches.

Inspection that exceeds the bench

You can detect quite a bit before you ever pull the shaft. Initially, a road test informs 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 consistent at a particular miles per hour across all gears, it often points at the shaft. If it reoccurs with throttle input, look at pinion angle modifications and u-joint brinelling.

Under the truck, search for witness marks. Bright 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 damp band around the tube a foot from the weld can hide a small damage that changed wall thickness, which will throw balance off even if runout procedures partially within specification. A good store will clean the tube, dial it up in V-blocks, and examine overall indicated runout along several 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 stores that pry the provider carefully to imitate load, looking for excessive motion or rubber tearing. The bearing itself must spin without gritty feel. If you have a truck that tows heavy or

brings a crane body, the provider sees more beating than the spec sheet prepares for. Changing it preemptively while the shaft is down is often less expensive than repeating labor later.

Measuring and recording angles

Geometry ruins more driveshafts than bad parts. A strong shop files angles and sets a target based on the truck's purpose. They will place 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 goal is usually 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 habits. A raised work truck that still carries heavy product often needs a various strategy than a mall spider. More angle equates to more speed variation in the joint, which needs 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 produce easy adjustable shims or suggest pinion wedges to satisfy angle targets. You may 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 greatly crammed truck with a leaf spring pack, they may prepare for loaded angles to be slightly different 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 contemporary balancer is essential, but it is not the whole video game. A shaft can be completely balanced 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 very same clocking. If they re-tube, they line up yokes exactly in stage and confirm weld stability and straightness before stabilizing. When the balancing weights go on, they ought to utilize tack welds and final welds that do not get too hot and misshape the tube.

Balance specifications vary 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 concept is the exact same: achieve smooth operation throughout the typical operating rpm range. A shop that asks your cruising speeds, PTO rpm, and whether the truck spends time in low variety reveals they understand the window they should hit. Years back, I viewed a balancer tech include 2 little weights 180 degrees apart to fine tune 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 rather than just at a standard low speed, which saved the city team a lot of cabin buzz.

Material options, yokes, and functional components

Truck drivelines are not glamorous, however the parts menu matters. Tubes come in numerous diameters and wall thicknesses. A longer wheelbase service truck with a welder and crane perched aft needs appropriate stiffness to prevent crucial speed problems. A good store will determine or at least reference important speed standards and will recommend upsizing tube size or wall density if the existing build is minimal. They may even advise transforming a long single-piece shaft to a two-piece with a carrier 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 wind up costing more. For work trucks, I prefer exceptional joints with solid crosses and zerk fittings where practical, but sealed durable joints have their place in mud and

grit if upkeep compliance is poor. The store ought to ask how your trucks are greased and at what periods. If they never ever see a grease gun, sealed may last longer than disregarded serviceables.

Carrier bearings, slip yokes, flange yokes, and splines all are worthy of attention. Extreme 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, replacing it while the shaft is down conserves a resurgence for a leakage. Excellent stores stock the common Truck Parts that wear the most: u-joints in the typical 1310, 1330, 1350, 1410, 1480 series and their heavy-duty versions, 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 enable 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 exact 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 incapacitated. They bend from quality rod stock, cut threads easily, and match bend radii to the spring perch. If you have non-standard spring packs or an aftermarket axle swap, this service is necessary. You must see them take measurements, confirm leg length and inside width, and inquire 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 deserves a full rebuild. Sometimes an easy re-balance and fresh joints are enough. Other times a re-tube is smarter. The decision rests on a few truths: tube condition, yoke wear, service history, and expense versus downtime. If a tube has a crease, even shallow, I lean toward replacement. Creases focus stress and tend to break later on. If yokes are egged or the bearing cap bores have actually extended, you will chase after cap spin no matter how tight you torque. Replace the yokes in that case, or keep an extra shaft prepared to go.

On older fleet trucks that see salt, changing the slip stub and spline can restore a great deal of lost smoothness. You can feel the difference when the slip moves like it should. A shop with a reasonable stock can frequently turn a re-tube and new slip in a day. Complete custom or uncommon flanges can extend that to numerous days while parts ship. I keep an extra shaft for the worst culprits in a fleet due to the fact that pulling a spare from the rack beats waiting when a bearing takes off midweek.

Turnaround, logistics, and communication

Time is a resource. A store that guarantees the world without requesting for context makes me nervous. For a standard u-joint and balance on a one-piece shaft, very same day is typically possible if you call ahead. For a two-piece with provider and yoke replacement, next day is reasonable. Completely custom builds, oddball flanges, or hard-to-source weld yokes can take 3 to 5 organization days. If a shop 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. Easy instructions lower install mistakes. Some compose angle targets on the work order and hand you a copy. When

there is a believed angle issue on the truck, they may send a tech out with an angle finder to validate, or they will coach your mechanics through the measurements by phone. That level of interaction reduce misdiagnosis and conserves both sides a headache.

Field measurement done right

If you are buying a custom shaft or changing wheelbase, the measurements you give the store drive the develop. Getting it wrong by even half an inch can result in 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 usually 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 operating angles. On two-piece shafts, step from flange to provider mount and then carrier to pinion. If your leaf springs are exhausted and arch changes under load, inform the shop; they can factor that into slip length and angle choices. A little extra spline travel can conserve you from bottoming out when you struck a pit while loaded.

The economics: what you should anticipate to spend

Numbers vary by region and supply, however general ranges assist preparation. A balance and u-joint replacement on a light-duty one-piece shaft may run a couple of hundred dollars, depending on 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 heavier tube boost rates. Custom U Bolts are normally a modest line item, however they are vital when you need them exact same day. I prevent the most affordable parts bin. A stopped working bargain u-joint on a cramped truck in traffic is a bad trade.

Downtime costs more than parts most days. If a somewhat greater parts expense buys dependability and a guarantee you can enforce, it frequently pencils out. Some shops use fleet pricing or prioritize business accounts. If you bring them constant, tidy 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 can be found in with a consistent 50 mph vibration that did not change with equipment. Tires were new, and the axle had actually recently been re-gear. The store 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 changed the provider. The truck ran quiet for the rest of the season. Without the angle repair, they would have penetrated joints again by February.

A cable television service container truck had actually duplicated rear u-joint failures. Twice the shop changed joints and re-balanced. The third time, they saw the yoke bores were a little out of round. New yokes and a slip stub fixed it. Low-cost joints were part of the earlier failures too. They switched to a premium [drivelines](#) 1480 series joint and saw no additional problems for more than a year and approximately 25,000 miles of stop-and-go service.



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

When to involve the store before you modify

Suspension modifications, PTO setups, longer wheelbases for utility bodies, and axle swaps all affect driveline behavior. Before you commit to a new spring pack or a frame stretch, speak with the driveline store you trust. They can sketch out how your choices effect angles and critical speed. Often the option is simple: upsize tube, split the shaft, or plan for a different yoke. Other times a small change in advance conserves you from going after a persistent vibration later. If you are including 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 dead giveaways you have the ideal partner

Shops that do it right are predictable. They ask how the truck works in reality, not just what it is. They balance with intent, measure with care, and stock the Truck Parts that matter for your fleet. They develop Custom U Bolts without drama and hand you hardware that fits. Their invoices and tags check out like a record you can utilize later on, noting u-joint series, tube size, and any angle notes. And when something goes sideways, they answer the phone and assist you fix it rather than blame the truck or the driver.

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

- Do they measure and document running angles, not simply balance the shaft?
- Can they discuss tube size and important speed options in plain language?
- Do they stock common 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 offer 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 set up work. Tidy 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 squarely. Make sure the slip stub is totally engaged to a safe depth, with appropriate travel left for suspension compression. If your store paints index marks, line them up. After set up, a quick road test on a recognized path at common cruise speed validates the repair. I ask chauffeurs to keep in mind particular speeds that feel smooth or rough. Those information assist if you require to circle back.

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

Questions to ask before authorizing work

You do not require to be a driveline engineer to make good 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 are you installing?
- What is the slip engagement at trip height, and just how much travel is left?
- Can you balance at a specific rpm that matches my cruise or PTO speed?

The responses need to be matter-of-fact. If a shop dodges or speaks in unclear terms, keep moving.

Warranty and the worth of recorded work

Shops that support their work offer clear, written guarantees tied to parts and labor. They generally exclude abuse and contamination, which is fair. What makes the guarantee helpful is good documents. If they recorded angles, joint series, and tube size, you both have a standard. If a failure occurs, it is easier to figure out whether something altered in the truck or if a part merely failed too soon. Fleets that keep those records alongside vehicle 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 everybody that supply chains flex and break. A wise shop diversifies sources without compromising quality. They understand which u-joint lines hold up under rake responsibility and which carrier bearings endure grit and salt water. 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 describe any trade-offs. Prevent mystery-brand joints and bearings unless downtime forces your hand. Conserving twenty bucks on a joint that fails in two months is not savings.

Final thoughts from the field

I have actually seen new shafts pulled back for rework since a truck left on unequal tire pressures vibrated hard enough to mask the genuine problem. I have seen perfectly balanced assemblies rattle on departure due to the fact that a torn transmission mount enabled the output to swing. The driveline never ever lives alone. A great store understands where its borders are and when to suggest a suspension or mount inspection before they weld anything.

Choose partners who appreciate measurement, who build easily, and who interact clearly. Provide the information they require: practical loads, normal speeds, and the quirks of your paths. Let them provide the right parts, from quality joints to Custom U Bolts that really fit. Your trucks will run quieter, your crews 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 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](#) 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](#)

Visitors enjoying outdoor time at [Alton Baker Park](#) are only a short drive from expert Drivelines repair, Custom U Bolts services, and high-quality Truck Parts.