

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 carrier groans on launch, or a yoke slings grease and dust like confetti, performance falls off a cliff. A great

driveline store keeps your iron moving. The distinction 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 needs to begin every cold early morning in January, you care about who touches your driveline.

This guide focuses on assessment, 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 alters with every load, every suspension tweak, and every used bushing. The right store understands that and behaves accordingly.

What quality looks like in a driveline shop

The best driveline clothing are part factory, part diagnostic laboratory. They measure two times, file angles, and ask questions about how the truck really works. A decent store 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 common service classes from light-duty half tons to Class 7 and 8.

Staff is the biggest inform. If the counter person requests running angles and wheelbase instead of simply a VIN, you are in great hands. If a tech walks 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 shield, 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 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 comfort concern. Vibration chews through u-joints and pinion seals, loosens up fasteners, and fatigues tubes. On multi-piece drivelines, a stopping working center support bearing can turn a simple service see into a crossmember and floor repair if it releases at speed. Downtime costs rapidly accumulate: one day off a job for a pail truck or a dump can cost several thousand dollars in between lost billable hours and rescheduling. Invest a bit more up front on a shop that inspects effectively, and you buy back peaceful, safe miles and fewer roadside headaches.

Inspection that goes beyond the bench

You can identify a fair bit before you ever pull the shaft. Initially, a road test tells 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 stable 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 changes and u-joint brinelling.

Under the truck, try to find 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 a giveaway for dry joints. A wet band around television a foot from the weld can conceal a small dent that changed wall thickness, which will toss balance off even if runout procedures marginally within specification. A good shop will clean television, call it up in V-blocks, and check total indicated runout along multiple points, not just at the ends.

On two-piece drivelines, a center carrier bearing makes complex the picture. The rubber isolator can look fine at rest, yet collapse under torque. I like stores that pry the carrier carefully to imitate load, looking for extreme motion or rubber tearing. The bearing itself need to spin without gritty feel. If you have a truck that tows heavy

or carries a crane body, the provider sees more whipping than the spec sheet prepares for. Replacing it preemptively while the shaft is down is frequently cheaper than duplicating labor later.

Measuring and recording angles

Geometry ruins more driveshafts than bad parts. A strong store files angles and sets a target based upon the truck's purpose. They will position 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 carrier bracket to the frame. The goal is generally 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 behavior. A raised work truck that still hauls heavy material often requires a various plan 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 elsewhere. Miss this, and you will chase after phantom vibrations for weeks.

Shops that build for fleets typically fabricate easy adjustable shims or advise 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 extreme. In the rear of a greatly packed truck with a leaf spring pack, they might prepare for crammed angles to be somewhat various than unloaded ones. That is sincere attention to utilize case, not a one-size answer.

Balance is not simply a maker reading

Dynamic balancing on a modern-day 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. 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 exact same clocking. If they re-tube, they align yokes exactly in phase and confirm weld stability and straightness before balancing. When the balancing weights go on, they need to utilize tack welds and final welds that do not get too hot and distort the tube.

Balance specifications vary by service class. For light-duty trucks, you frequently see tolerances on the order of a couple of gram-inches. For heavy shafts, the absolute numbers are larger, but the concept is the very same: attain smooth operation throughout the common operating rpm range. A shop that asks your travelling speeds, PTO rpm, and whether the truck spends time in low range reveals they understand the window they should strike. Years back, I enjoyed a balancer tech include two little weights 180 degrees apart to fine tune a shaft destined for a municipal sewer jetter truck that sat at 2,400 shaft rpm for long periods. They tested it at that target rpm instead of just at a basic low speed, which saved the city crew a lot of cabin buzz.

Material choices, yokes, and functional components

Truck drivelines are not attractive, but the parts menu matters. Tubes come in numerous sizes and wall densities. A longer wheelbase service truck with a welder and crane perched aft needs sufficient stiffness to avoid critical speed problems. An excellent store will determine or a minimum of recommendation important speed guidelines and will suggest upsizing tube diameter or wall density if the present construct is marginal. They might even suggest converting 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 careless tolerances will end up costing more. For work trucks, I choose superior joints with strong crosses and zerk fittings where practical, however sealed sturdy joints have their location in mud and

grit if upkeep compliance is poor. The store needs to ask how your trucks are greased and at what intervals. If they never ever see a grease weapon, sealed might outlast overlooked serviceables.

Carrier bearings, slip yokes, flange yokes, and splines all are worthy of attention. Extreme 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, changing it while the shaft is down saves a comeback for a leakage. Good shops stock the common Truck Parts that wear out the most: u-joints in the common 1310, 1330, 1350, 1410, 1480 series and their heavy-duty variants, provider bearings for popular fleet chassis, and weld yokes and tube yokes that match OEM dimensions.

Custom U Bolts and appropriate clamping

Loose or misfit U-bolts mess up new work. Axle U-bolts hold leaf packs to the axle and indirectly control pinion angle under load. Worn, extended, or incorrect-diameter U-bolts enable the axle to walk on the spring pack, changing angles and causing vibration. On top of that, yoke strap bolts and U-bolts at the pinion yoke demand precise torque and tidy threads to prevent spinning caps.

A store that uses Custom U Bolts can conserve 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 loads or an aftermarket axle swap, this service is necessary. You must see them take measurements, verify leg length and inside width, and inquire about torque specs. For a medium-duty truck, U-bolt torque numbers can hit triple digits in foot-pounds, and re-torque after 100 to 500 miles is not optional. A correct store will emphasize that and, if they are setting up, will paint-mark nuts so you can see if anything backs [truck parts andersonbrotherste.com](#) off during early use.

Repair or replace: finding the inflection point

Not every shaft is worthy of a complete rebuild. Sometimes an easy re-balance and fresh joints suffice. Other times a re-tube is smarter. The choice sits on a few realities: 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 on. If yokes are egged or the bearing cap bores have actually elongated, you will chase cap spin no matter how tight you torque. Replace the yokes because case, or keep an extra shaft all set 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 distinction when the slip moves like it should. A shop with an affordable inventory can often 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 an extra shaft for the worst offenders in a fleet since pulling a spare from the rack beats waiting when a bearing blows up 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, same day is frequently possible if you call ahead. For a two-piece with carrier and yoke replacement, next day is reasonable. Fully custom develops, oddball flanges, or hard-to-source weld yokes can take three to 5 company days. If a store explains 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. Basic instructions lower install mistakes. Some compose angle targets on the work order and hand you a copy. When there is a believed angle problem on the truck, they may 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 interaction cuts down misdiagnosis and conserves both sides a headache.

Field measurement done right

If you are ordering a custom shaft or changing wheelbase, the measurements you bring to the store drive the build. Getting it wrong by even half an inch can result in insufficient spline engagement or bottoming the slip under compression. A determined, repeatable approach matters.

Use an excellent tape, get the truck on its weight, and if you can, load it the way it normally runs. Step 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 style connections. Take angles at each yoke so the shop can anticipate running angles. On two-piece shafts, measure from flange to provider mount and then provider to pinion. If your leaf springs are worn out and arch modifications under load, tell the shop; they can factor that into slip length and angle options. A little extra spline travel can save you from bottoming out when you hit a hole while loaded.

The economics: what you must anticipate to spend

Numbers vary by area and supply, however basic ranges assist planning. A balance and u-joint replacement on a light-duty one-piece shaft might run a couple of 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 cost. On medium-duty equipment, bigger series joints and much heavier tube boost costs. Custom U Bolts are typically a modest line product, however they are vital when you need them very same day. I prevent the least expensive parts bin. A stopped working bargain u-joint on a packed truck in traffic is a bad trade.

Downtime expenses more than parts most days. If a somewhat higher parts bill purchases reliability and a guarantee you can impose, it frequently pencils out. Some stores offer fleet prices or prioritize industrial 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 highlight the choices

A local plow truck came in with a constant 50 mph vibration that did not alter with equipment. Tires were new, and the axle had just recently been re-geared. The store found the rear pinion angle at nearly 7 degrees nose down, likely from years of work and an additional 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 quiet for the remainder of the season. Without the angle fix, they would have eaten through joints again by February.

A cable service bucket truck had repeated rear u-joint failures. Twice the store 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 solved it. Cheap joints were part of the earlier failures too. They switched to a premium 1480 series joint and saw no further concerns for more than a year and roughly 25,000 miles of stop-and-go service.

A landscaper raised a three-quarter-ton pickup and converted to bigger tires. The angle at the rear joint increased, and a light shudder began on takeoff. The driveline store recommended a double cardan at the transfer case and adjusted the rear pinion to aim more closely at the rear section of the shaft. Balance alone would not have resolved it. Once geometry matched the hardware, the shudder went away.

When to include the store before you modify

Suspension changes, PTO setups, longer wheelbases for utility bodies, and axle swaps all impact driveline habits. 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 options impact angles and critical speed. In some cases the solution is simple: upsize tube,

split the shaft, or plan for a various yoke. Other times a little change in advance conserves you from chasing a chronic vibration later. If you are adding a hydraulic pump PTO that performs at a set rpm for hours, inform them that number so they can balance the shaft because window.



The telltale signs you have the right partner

Shops that do it ideal 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 construct 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 help you repair it rather than blame the truck or the driver.



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

- Do they determine and document running angles, not just balance the shaft?
- Can they discuss tube size and vital speed choices in plain language?
- Do they stock common u-joint series, provider bearings, and yokes for your service class?
- Will they make Custom U Bolts to spec and offer appropriate torque guidance?
- Do they provide useful turn-around times and interact parts lead times honestly?

Installation discipline in your own shop

Even the very best driveline will not survive careless set up work. Clean the yoke bores. Utilize 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 appropriate travel left for suspension compression. If your shop paints index marks, line them up. After set up, a quick roadway test on a known route at common cruise speed confirms the fix. I ask motorists to note 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 very first hundred miles approximately. I have seen brand new spring packs shift a little under very first heavy loads and change pinion angle by a degree or more. A quick re-check captures those early shifts before they create a complaint.

Questions to ask before authorizing work

You do not need to be a driveline engineer to make great decisions. A couple of targeted questions unlock clarity.

- What are my operating angles now, and what are you targeting?
- Will you re-tube or try to align, 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 specific rpm that matches my cruise or PTO speed?

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

Warranty and the value of recorded work

Shops that back up their work deal clear, written guarantees connected to parts and labor. They usually leave out abuse and contamination, which is reasonable. What makes the warranty beneficial is good paperwork. If they recorded angles, joint series, and tube size, you both have a baseline. If a failure happens, it is easier to figure out whether something changed in the truck or if a part merely stopped working prematurely. Fleets that keep those records together with lorry upkeep logs discover guarantee claims smoother and trust grows on both sides.

Sourcing, parts quality, and supply chain reality

Recent years have taught everybody that supply chains flex and break. A wise store diversifies sources without sacrificing quality. They understand which u-joint lines hold up under rake task and which carrier bearings survive grit and brine. If a particular 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 describe any trade-offs. Avoid mystery-brand

joints and bearings unless downtime forces your hand. Conserving twenty dollars on a joint that stops working in 2 months is not savings.

Final ideas 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 issue. I have actually seen perfectly well balanced assemblies rattle on departure because a torn transmission mount enabled the output to swing. The driveline never ever lives alone. A good store knows where its borders are and when to recommend a suspension or install examination before they bonded anything.

Choose partners who appreciate measurement, who develop easily, and who interact clearly. Provide the details they need: practical loads, typical 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 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

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](#)

Following a walk through the beautiful [Owen Rose Garden](#), truck owners frequently schedule Drivelines maintenance, Custom U Bolts fabrication, and pick up reliable Truck Parts.