

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 mph, when a center carrier groans on departure, or a yoke slings grease and dust like confetti, performance falls off a cliff. A

good driveline store keeps your iron moving. The distinction in between a capable store and a reckless one is the difference between a week of callbacks and a year of quiet miles. If you spec and service fleets, or you run a single-ton dump that has to start every cold morning in January, you care about who touches your driveline.



This guide concentrates 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 alters with every load, every suspension tweak, and every used bushing. The right shop comprehends that and acts accordingly.

What quality appears like in a driveline shop

The best driveline attires are part machine shop, part diagnostic laboratory. They measure twice, document angles, and ask questions about how the truck in fact works. A reputable 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 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 typical service classes from light-duty half heaps to Class 7 and 8.

Staff is the greatest inform. If the counter individual asks for operating angles and wheelbase rather than just a VIN, you are in good hands. If a tech walks 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 stores that can describe why a double cardan was selected for a lifted service body F-350, and why a long single-piece might be the much better path for a Class 6 box truck with a low ride height and a long wheelbase. There are trade-offs, and they will say them out loud.

The stakes for work trucks

A buzzing driveline is more than a convenience concern. Vibration chews through u-joints and pinion seals, loosens fasteners, and tiredness tubes. On multi-piece drivelines, a stopping working center support bearing can turn a simple service visit into a crossmember and flooring repair if it lets go at speed. Downtime expenses rapidly accumulate: one day off a job 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 store that checks correctly, and you redeem quiet, safe miles and fewer roadside headaches.

Inspection that exceeds the bench

You can identify quite a bit before you ever pull the shaft. First, a roadway 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 can be found in constant at a specific mph across all equipments, it frequently points at the shaft. If it reoccurs with throttle input, look at pinion angle modifications and u-joint brinelling.

Under the truck, try to find witness marks. Bright rings at the u-joint caps recommend 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 minor dent that altered wall thickness, which will throw balance off even if runout measures marginally within spec. A great shop will clean up the tube, dial it up in V-blocks, and check total showed runout along several points, not simply at the ends.

On two-piece drivelines, a center carrier bearing makes complex the photo. The rubber isolator can look fine at rest, yet collapse under torque. I like shops that pry the carrier carefully to imitate load, checking 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 beating than the spec sheet anticipates. Changing it preemptively while the shaft is down is frequently less expensive than repeating labor later.

Measuring and recording angles

Geometry ruins more driveshafts than bad parts. A solid store documents angles and sets a target based upon the truck's function. They will place an inclinometer on the transmission output, the driveshaft tube, and the pinion yoke. On multi-piece shafts, they do the exact same on both sections 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, remedying for engine mount droop and rear suspension habits. A raised work truck that still carries heavy product 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 equal and opposite angle in other places. Miss this, and you will chase after phantom vibrations for weeks.

Shops that develop for fleets often produce simple adjustable shims or advise pinion wedges to satisfy angle targets. You may hear them recommend a double cardan in the front of a four-wheel-drive chassis if the drop from transfer case to front differential is severe. In the rear of a heavily loaded truck with a leaf spring pack, they may prepare for loaded angles to be a little different than unloaded ones. That is honest attention to utilize case, not a one-size answer.

Balance is not simply a maker reading

Dynamic balancing on a modern balancer is essential, but it is not the whole game. A shaft can be completely balanced at the wrong angle set or with a stiff slip that binds under torque, and the truck will still shake. Good shops check runout, stage, 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 [custom U bolts](#) line up yokes precisely in stage and verify weld integrity and straightness before stabilizing. When the balancing weights go on, they should use tack welds and last welds that do not overheat and distort the tube.

Balance specifications vary by service class. For light-duty trucks, you often see tolerances on the order of a few gram-inches. For heavy shafts, the outright numbers are bigger, however the concept is the very same: accomplish smooth operation throughout the typical operating rpm range. A store that asks your cruising speeds, PTO rpm, and whether the truck hangs out in low range reveals they comprehend the window they need

to strike. Years earlier, I viewed a balancer tech add two little weights 180 degrees apart to fine tune a shaft destined for a community sewage system jetter truck that sat at 2,400 shaft rpm for long periods. They evaluated it at that target rpm instead of just at a basic low speed, which conserved 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 are available in a number of diameters and wall thicknesses. A longer wheelbase service truck with a welder and crane perched aft needs sufficient stiffness to prevent critical speed concerns. A good store will calculate or a minimum of referral vital speed guidelines and will suggest upsizing tube diameter or wall density if the present construct is limited. They might even suggest converting a long single-piece shaft to a two-piece with a carrier to raise the safe operating rpm margin.

U-joints are available in various series with needle bearing counts and bearing cap diameters matched to the torque load. Off-brand joints with sloppy tolerances will wind up costing more. For work trucks, I choose superior joints with strong crosses and zerk fittings where useful, however sealed heavy-duty joints have their location in mud and grit if upkeep compliance is poor. The store ought to ask how your trucks are greased and at what intervals. If they never see a grease weapon, sealed might outlast ignored serviceables.

Carrier bearings, slip yokes, flange yokes, and splines all deserve attention. Excessive play at the slip will mimic an out-of-balance shaft. Rusty or galled splines bind, which loads joints unexpectedly. If a yoke is pitted at the seal surface area, replacing it while the shaft is down saves a comeback for a leakage. Excellent stores stock the typical Truck Parts that wear the most: u-joints in the typical 1310, 1330, 1350, 1410, 1480 series and their heavy-duty variants, carrier bearings for popular fleet chassis, and weld yokes and tube yokes that match OEM dimensions.

Custom U Bolts and 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. Worn, extended, or incorrect-diameter U-bolts permit the axle to stroll on the spring pack, altering angles and inducing vibration. On top of that, yoke strap bolts and U-bolts at the pinion yoke demand exact torque and tidy threads to avoid spinning caps.

A shop 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 loads or an aftermarket axle swap, this service is necessary. You ought to see them take measurements, validate 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. A proper store will highlight 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 complete rebuild. Often a basic re-balance and fresh joints suffice. Other times a re-tube is smarter. The choice sits on a couple of realities: tube condition, yoke wear, service history, and cost versus downtime. If a tube has a crease, even shallow, I favor replacement. Creases concentrate stress and tend to split later. If yokes are egged or the bearing cap bores have 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 bring back a great deal of lost smoothness. You can feel the distinction when the slip moves like it should. A shop with a reasonable inventory can typically turn a re-tube and new slip in a day. Full custom or uncommon 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 assures the world without requesting context makes me worried. For a standard u-joint and balance on a one-piece shaft, exact same day is often possible if you call ahead. For a two-piece with carrier and yoke replacement, next day is sensible. Totally custom constructs, oddball flanges, or hard-to-source weld yokes can take three to five business 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. Basic guidelines minimize set up mistakes. Some write angle targets on the work order and hand you a copy. When there is a thought angle issue on the truck, they might send a tech out with an angle finder to confirm, or they will coach your mechanics through the measurements by phone. That level of interaction cuts down misdiagnosis and saves both sides a headache.

Field measurement done right

If you are ordering a custom shaft or altering wheelbase, the measurements you bring to the store drive the develop. Getting it wrong by even half an inch can lead to inadequate spline engagement or bottoming the slip

under compression. A measured, repeatable technique matters.



Use an excellent tape, get the truck on its weight, and if you can, load it the method it generally runs. 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 design connections. Take angles at each yoke so the shop can anticipate running angles. On two-piece shafts, step from flange to provider install and after that carrier to pinion. If your leaf springs are exhausted and arch changes under load, tell the shop; they can factor that into slip length and angle options. A little additional spline travel can save you from bottoming out when you struck a pothole while loaded.

The economics: what you need to anticipate to spend

Numbers differ by region and supply, but basic varieties help preparation. 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 provider bearing and you will see a bit more labor and parts cost. On medium-duty equipment, larger series joints and heavier tube increase costs. Custom U Bolts are generally a modest line product, however they are crucial when you need them very same day. I avoid the least expensive parts bin. A failed deal u-joint on a packed truck in traffic is a bad trade.

Downtime expenses more than parts most days. If a slightly higher parts expense purchases reliability and a service warranty you can enforce, it often pencils out. Some stores use fleet pricing or prioritize business accounts. If you bring them consistent, clean measurements and install their work carefully, they will prioritize you when something immediate pops up.

Real-world examples that highlight the choices

A municipal plow truck was available in with a consistent 50 mph vibration that did not alter with gear. Tires were new, and the axle had actually recently been re-gear. The store found 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 carrier. The truck ran quiet for the remainder of the season. Without the angle repair, they would have eaten through joints once again by February.

A cable service pail truck had repeated rear u-joint failures. Twice the store replaced joints and re-balanced. The third time, they discovered the yoke bores were a little 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 more concerns for more than a year and approximately 25,000 miles of stop-and-go service.

A landscaper lifted a three-quarter-ton pickup and converted to larger tires. The angle at the rear joint increased, and a light shudder began on departure. The driveline shop suggested a double cardan at the transfer case and changed the rear pinion to intend more carefully at the rear section of the shaft. Balance alone would not have actually resolved it. Once geometry matched the hardware, the shudder went away.

When to involve the store before you modify

Suspension changes, PTO installations, longer wheelbases for utility bodies, and axle swaps all impact driveline habits. Before you commit to a new spring pack or a frame stretch, talk to the driveline store you trust. They can sketch out how your options effect angles and important speed. Often the option is simple: upsize tube, split the shaft, or prepare for a various yoke. Other times a little modification up front conserves you from going after a persistent vibration later on. 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 in that window.

The telltale signs you have the right partner

Shops that do it best are predictable. They ask how the truck operates in reality, not just what it is. They balance with intent, step 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 read like a record you can utilize later, listing u-joint series, tube size, and any angle notes. And when something goes sideways, they respond to the phone and assist you fix it rather than blame the truck or the driver.

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

- Do they measure and record running angles, not simply balance the shaft?
- Can they describe 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 make Custom U Bolts to spec and supply correct torque guidance?
- Do they provide useful turn-around times and communicate parts lead times honestly?

Installation discipline in your own shop

Even the best driveline will not endure sloppy install work. Tidy the yoke tires. Use new straps or appropriately torqued U-bolts. Do not hammer caps into place; utilize a press or vise to seat them directly. Make certain 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 road test on a known path at normal cruise speed confirms the repair. I ask drivers to keep in mind particular speeds that feel smooth or rough. Those information assist if you need to circle back.

Re-torque U-bolts holding axles to springs after the very first hundred miles approximately. I have actually seen brand new spring packs shift somewhat under first heavy loads and alter pinion angle by a degree or more. A fast re-check captures 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 choices. A few targeted concerns unlock clarity.

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

The answers must be matter-of-fact. If a store dodges or speaks in unclear 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 generally leave out abuse and contamination, which is reasonable. What makes the warranty helpful is good paperwork. If they tape-recorded angles, joint series, and tube size, you both have a baseline. If a failure takes place, it is easier to determine whether something altered in the truck or if a part just failed too soon. Fleets that keep those records along with automobile upkeep logs discover 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 understand which u-joint lines hold up under rake duty and which provider bearings endure grit and salt water. 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 explain any compromises. Prevent mystery-brand joints and bearings unless downtime forces your hand. Saving twenty bucks on a joint that fails in 2 months is not savings.

Final ideas from the field

I have seen brand-new shafts drew back for rework since a truck left on unequal tire pressures vibrated hard adequate to mask the real issue. I have actually seen completely balanced assemblies rattle on launch due to the fact that a torn transmission mount enabled the output to swing. The driveline never lives alone. A good shop understands where its boundaries are and when to suggest a suspension or install evaluation before they weld anything.

Choose partners who respect measurement, who construct cleanly, and who communicate clearly. Give them the info they need: practical loads, typical speeds, and the peculiarities of your paths. Let them supply the right parts, from quality joints to Custom U Bolts that in fact 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
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Anderson Brothers Truck & Equipment has Facebook page <https://www.facebook.com/andersonbrotherseugene>
Anderson Brothers Truck & Equipment has an Instagram page <https://www.instagram.com/andersonbrotherste/>
Anderson Brothers Truck & Equipment won Top Driveline and Truck Part Company 2025
Anderson Brothers Truck & Equipment earned Best Customer Service Award 2024
Anderson Brothers Truck & Equipment was awarded Best Custom U Bolts 2025

People Also Ask about Anderson Brothers Truck & Equipment

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

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

Where is Anderson Brothers Truck & Equipment located?

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

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

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

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

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

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

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

What driveline services does Anderson Brothers Truck & Equipment provide?

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

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

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

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

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

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

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

Who owns Anderson Brothers Truck & Equipment?

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

Where is Anderson Brothers Truck & Equipment located?

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

How can I contact Anderson Brothers Truck & Equipment?

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

After a ride along the scenic [Willamette River Bike Path](#), local drivers often arrange Drivelines service, Custom U Bolts fabrication, and reliable Truck Parts for their work vehicles.