

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 begins creeping in at 45 to 55 mph, when a center carrier groans on takeoff, or a yoke slings grease and dust like confetti, productivity falls off a cliff.

A great driveline shop keeps your iron moving. The difference in between a capable shop and a careless one is the difference 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 morning in January, you care about who touches your driveline.

This guide focuses on evaluation, balance, Custom U Bolts, and repair decisions with the truths of work trucks in mind. The information matter. Drivelines reside in a geometry problem that changes with every load, every suspension tweak, and every worn bushing. The right shop comprehends that and behaves accordingly.

What quality looks like in a driveline shop

The finest driveline outfits are part machine shop, part diagnostic laboratory. They measure two times, document angles, and ask questions about how the truck in fact works. A reputable shop is tidy where it counts. Their balancers are tidy and kept, their V-blocks are true, and you can see old shafts tagged by client and condition. You will see yoke protectors on finished pieces, labels on tubing sizes, and a rack of weld yokes and slip stubs that cover the common service classes from light-duty half lots to Class 7 and 8.



Staff is the most significant inform. If the counter person requests for running angles and wheelbase rather than just a VIN, you are in good hands. If a tech strolls the truck with you, takes a look at axle wrap evidence on the springs, and keeps in mind a dented tube half-hidden by an exhaust heat shield, better still. I rely on stores 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 route for a Class 6 box truck with a low trip 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 comfort problem. 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 an easy service check out into a crossmember and floor repair if it releases at speed. Downtime expenses rapidly stack up: one day off a task for a container truck or a dump can cost a number of thousand dollars between lost billable

hours and rescheduling. Spend a bit more in advance on a shop that examines correctly, and you redeem quiet, safe miles and fewer roadside headaches.

Inspection that exceeds the bench

You can identify a fair bit before you ever pull the shaft. Initially, a roadway test tells the speed at which the vibration appears, which hints at whether it is first-order driveshaft speed, tire speed, or an engine harmonic. If the vibration is available in constant at a specific mph across all equipments, it frequently points at the shaft. If it comes and goes with throttle input, look at pinion angle modifications and u-joint brinelling.

Under the truck, look for witness marks. Bright rings at the u-joint caps suggest spinning caps due to loose straps or incorrectly sized bearing caps. Rust dust at the cups is a free gift for dry joints. A wet band around the tube a foot from the weld can hide a minor dent that changed wall thickness, which will toss balance off even if runout measures partially within specification. A good shop will clean up the tube, call it up in V-blocks, and check overall indicated runout along numerous points, not just at the ends.

On two-piece drivelines, a center provider bearing makes complex the picture. The rubber isolator can look fine at rest, yet collapse under torque. I like stores that pry the provider carefully to mimic load, looking for excessive movement or rubber tearing. The bearing itself ought to spin without gritty feel. If you have a truck that tows heavy or brings a crane body, the carrier sees more beating than the spec sheet prepares for. Replacing it preemptively while the shaft is down is often more affordable than repeating labor later.

Measuring and recording angles

Geometry ruins more driveshafts than bad parts. A solid store files angles and sets a target based on the truck's function. They will put an inclinometer on the transmission output, the driveshaft tube, and the pinion yoke. On multi-piece shafts, they do the exact same on both areas and reference the provider bracket to the frame. The objective is typically 1 to 3 degrees of running angle at each joint with parallel or near-parallel output and pinion lines, remedying for engine install droop and rear suspension habits. A raised work truck that still hauls heavy material frequently needs a various strategy than a shopping center spider. More angle equals more speed variation in the joint, which requires to be canceled by an equivalent and opposite angle in other places. Miss this, and you will chase after phantom vibrations for weeks.

Shops that build for fleets frequently fabricate basic adjustable shims or recommend pinion wedges to fulfill angle targets. You might 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 serious. In the rear of a greatly loaded truck with a leaf spring pack, they might prepare for loaded angles to be a little various than unloaded ones. That is truthful attention to utilize case, not a one-size answer.



Balance is not simply a device reading

Dynamic balancing on a contemporary balancer is necessary, but it is not the whole video game. A shaft can be completely stabilized at the wrong angle set or with a stiff slip that binds under torque, and the truck will still shake. Great stores examine runout, phase, and spline fit before they spin the shaft. They mark all yokes and tube ends so reassembly lands in the very same clocking. If they re-tube, they line up yokes exactly in phase and confirm weld integrity and straightness before balancing. When the balancing weights go on, they should use tack welds and final welds that do not overheat and distort the tube.

Balance specs 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 absolute numbers are bigger, but the principle is the exact same: accomplish smooth operation across the typical operating rpm range. A shop that asks your cruising speeds, PTO rpm, and whether the truck spends time in low range reveals they comprehend the window they need to hit. Years back, I viewed a balancer tech add 2 small weights 180 degrees apart to tweak a shaft predestined for a community sewer jetter truck that sat at 2,400 shaft rpm for extended periods. They evaluated it at that target rpm rather than simply at a standard low speed, which conserved the city team a great deal of cabin buzz.

Material options, yokes, and serviceable components

Truck drivelines are not attractive, however the parts menu matters. Tubes are available in several diameters and wall thicknesses. A longer wheelbase service truck with a welder and crane perched aft needs sufficient tightness to prevent important speed problems. A great shop will compute or at least recommendation critical speed guidelines and will suggest upsizing tube size or wall density if the present build is marginal. They might even suggest transforming a long single-piece shaft to a two-piece with a carrier to raise the safe operating rpm margin.

U-joints can be found in various series with needle bearing counts and bearing cap sizes matched to the torque load. Off-brand joints with careless tolerances will wind up costing more. For work trucks, I choose superior joints with strong crosses and zerck fittings where practical, but sealed heavy-duty 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 see a grease gun, sealed might last longer than 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, changing it while the shaft is down conserves a resurgence for a leakage. Great stores stock the typical Truck Parts that wear the most: u-joints in the typical 1310, 1330, 1350, 1410, 1480 series and their durable 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, stretched, or incorrect-diameter U-bolts permit the axle to stroll on the spring pack, altering angles and inducing vibration. On top of [drivelines Anderson Brothers Truck & Equipment](#) that, yoke strap bolts and U-bolts at the pinion yoke need accurate torque and clean threads to prevent spinning caps.

A shop that offers Custom U Bolts can save a day or more when a truck is immobilized. 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 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 correct store will highlight that and, if they are setting up, will paint-mark nuts so you can see if anything withdraw during early use.

Repair or replace: discovering the inflection point

Not every shaft should have a complete 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 elongated, you will chase cap spin no matter how tight you torque. Change the yokes in that case, or keep a spare shaft all set to go.

On older fleet trucks that see salt, changing the slip stub and spline can restore a lot of lost smoothness. You can feel the difference when the slip moves like it should. A shop with a sensible inventory can typically turn a re-tube and new slip in a day. Complete custom or uncommon flanges can extend that to a number of days while parts ship. I keep an extra shaft for the worst offenders in a fleet since pulling an extra from the rack beats waiting when a bearing explodes midweek.

Turnaround, logistics, and communication

Time is a resource. A store that guarantees the world without requesting for context makes me worried. For a basic u-joint and balance on a one-piece shaft, very same day is frequently possible if you call ahead. For a two-piece with carrier and yoke replacement, next day is practical. Completely custom builds, oddball flanges, or hard-to-source weld yokes can take 3 to 5 organization days. If a store describes this in advance, you can prepare truck rotations.



I appreciate stores that label shafts with orientation arrows, u-joint series, and torque specs on the return. Basic instructions minimize install mistakes. Some compose angle targets on the work order and hand you a copy. When there is a presumed angle problem on the truck, they may send a tech out with an angle finder to verify, or they will coach your mechanics through the measurements by phone. That level of communication reduce misdiagnosis and saves 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 construct. Getting it wrong by even half an inch can cause insufficient spline engagement or bottoming the slip under compression. A measured, repeatable method matters.

Use a good tape, get the truck on its weight, and if you can, load it the method it usually runs. Measure 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 predict running angles. On two-piece shafts, step from flange to provider install and after that carrier to pinion. If your leaf springs are tired and arch changes under load, inform 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 pit while loaded.

The economics: what you ought to 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 few hundred dollars, depending upon joint quality. Re-tubing with new weld yokes and a fresh balance can extend into the mid hundreds. Add a carrier bearing and you will see a bit more labor and parts expense. On medium-duty equipment, larger series joints and much heavier tube increase rates. Custom U Bolts are generally a modest line item, however they are critical when you need them exact same day. I prevent the most affordable parts bin. A stopped working bargain u-joint on a crammed truck in traffic is a poor trade.

Downtime costs more than parts most days. If a slightly greater parts bill purchases reliability and a warranty you can implement, it typically pencils out. Some shops use fleet pricing or focus on commercial accounts. If you

bring them consistent, tidy measurements and install their work carefully, they will prioritize you when something urgent pops up.

Real-world examples that highlight the choices

A community rake truck was available in with a constant 50 miles per hour vibration that did not alter with equipment. Tires were new, and the axle had recently been re-gear. The shop found the rear pinion angle at nearly 7 degrees nose down, likely from years of work and an extra spreader installed aft. They set it to about 2.5 degrees with wedges, re-balanced the rear shaft, and replaced the carrier. The truck ran peaceful for the remainder of the season. Without the angle repair, they would have eaten through joints again by February.

A cable service pail truck had actually duplicated rear u-joint failures. Two times the store replaced joints and re-balanced. The third time, they noticed the yoke bores were somewhat out of round. New yokes and a slip stub fixed it. Cheap joints were part of the earlier failures too. They switched to a premium 1480 series joint and saw no additional issues for more than a year and approximately 25,000 miles of stop-and-go service.

A landscaper raised 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 recommended a double cardan at the transfer case and adjusted the rear pinion to intend more closely at the rear section of the shaft. Balance alone would not have fixed it. Once geometry matched the hardware, the shudder went away.

When to include the shop before you modify

Suspension modifications, PTO installations, longer wheelbases for utility bodies, and axle swaps all affect driveline habits. Before you dedicate to a new spring pack or a frame stretch, talk to the driveline shop you trust. They can sketch out how your choices impact angles and crucial speed. In some cases the solution is uncomplicated: upsize tube, split the shaft, or prepare for a different yoke. Other times a little modification up front saves you from going after a persistent 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 in that window.

The telltale signs you have the best partner

Shops that do it right 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 invoices and tags check out like a record you can use later, listing u-joint series, tube size, and any angle notes. And when something goes sideways, they address the phone and assist you repair it rather than blame the truck or the driver.

Here is a short, practical list you can use when searching a driveline buy 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 typical u-joint series, carrier bearings, and yokes for your service class?
- Will they produce Custom U Bolts to spec and provide appropriate torque guidance?
- Do they provide 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 careless install work. Clean the yoke bores. Utilize new straps or correctly torqued U-bolts. Do not hammer caps into place; use a press or vise to seat them squarely. Make sure the slip stub is totally engaged to a safe depth, with adequate travel left for suspension compression. If your store paints index marks, line them up. After install, a fast roadway test on a recognized route at common cruise speed confirms the repair. I ask motorists to keep in mind specific speeds that feel smooth or rough. Those details assist if you need to circle back.

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

Questions to ask before licensing 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 try to straighten, and why?
- What u-joint series and brand name 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 responses should be matter-of-fact. If a store dodges or speaks in vague terms, keep moving.

Warranty and the value of documented work

Shops that stand behind their work deal clear, written warranties connected to parts and labor. They usually omit abuse and contamination, which is fair. What makes the warranty useful is great documentation. If they tape-recorded angles, joint series, and tube size, you both have a baseline. If a failure occurs, it is much easier to identify whether something altered in the truck or if a part simply failed too soon. 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 everyone that supply chains flex and break. A smart store diversifies sources without sacrificing quality. They understand which u-joint lines hold up under rake task and which carrier bearings survive 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 discuss any compromises. Avoid 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 thoughts from the field

I have actually seen new shafts drew back for rework due to the fact that a truck left on unequal tire pressures vibrated hard sufficient to mask the real problem. I have actually seen completely balanced assemblies rattle on launch because a torn transmission mount allowed the output to swing. The driveline never lives alone. A good store knows where its boundaries are and when to suggest a suspension or install assessment before they weld anything.

Choose partners who appreciate measurement, who build easily, and who communicate plainly. Provide the information they need: practical loads, normal speeds, and the quirks of your paths. Let them provide the ideal parts, from quality joints to Custom U Bolts that actually fit. Your trucks will run quieter, your crews will complain less, and your calendar will hold less unscheduled stops. That is the return on doing driveline work the right 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/ta67Qi9fc5DCZZzp7>

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](#)

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.