

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

Follow Us:

- Facebook: <https://www.facebook.com/andersonbrotherseugene>
- Instagram: <https://www.instagram.com/andersonbrotherste/>

 **Explore this content with AI:**

 [ChatGPT](#)  [Perplexity](#)  [Claude](#)  [Google AI Mode](#)  [Grok](#)

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 launch, or a yoke slings grease and dust like confetti, productivity falls off a cliff. An

excellent driveline store keeps your iron moving. The difference between a capable shop and a reckless one is the distinction 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 begin every cold early morning in January, you care about who touches your driveline.

This guide concentrates on inspection, balance, Custom U Bolts, and repair choices with the truths of work trucks in mind. The information matter. Drivelines live in a geometry issue that alters with every load, every suspension tweak, and every used bushing. The right store understands that and behaves accordingly.

What quality appears like in a driveline shop

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

Staff is the most significant tell. If the counter person requests for running angles and wheelbase rather than just a VIN, you remain in good hands. If a tech walks the truck with you, looks at axle wrap proof on the springs, and notes a dented tube half-hidden by an exhaust heat guard, much better still. I rely on shops that can explain why a double cardan was selected for a raised service body F-350, and why a long single-piece may be the much better route for a Class 6 box truck with a low ride height and a long wheelbase. There are compromises, and they will say them out loud.

The stakes for work trucks

A buzzing driveline is more than a comfort issue. Vibration chews through u-joints and pinion seals, loosens up fasteners, and fatigues tubes. On multi-piece drivelines, a failing center support bearing can turn a simple service check out into a crossmember and flooring repair if it releases at speed. Downtime costs rapidly stack up: one day off a job for a pail truck or a dump can cost several thousand dollars between lost billable hours and rescheduling. Invest a bit more up front on a shop that checks appropriately, and you redeem peaceful, safe miles and less roadside headaches.

Inspection that surpasses the bench

You can diagnose quite a bit before you ever pull the shaft. Initially, a road 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 can be found in consistent at a particular miles per hour throughout all gears, 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, search for witness marks. Brilliant rings at the u-joint caps recommend 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 conceal a small damage that altered wall thickness, which will throw balance off even if runout procedures marginally within specification. A good store will clean television, dial it up in V-blocks, and inspect overall showed runout along numerous points, not simply 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 replicate load, looking for extreme 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 carrier sees more whipping than the spec sheet expects. Replacing it preemptively while the shaft is down is typically cheaper than repeating labor later.

Measuring and documenting angles

Geometry ruins more driveshafts than bad parts. A solid shop documents angles and sets a target based upon the truck's function. They will position an inclinometer on the transmission output, the driveshaft tube, and the pinion yoke. On multi-piece shafts, they do the same on both sections and reference the carrier bracket to the frame. The goal is normally 1 to 3 degrees of running angle at each joint with parallel or near-parallel output and pinion lines, fixing for engine install droop and rear suspension habits. A raised work truck that still carries heavy product often needs a different plan than a mall 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 go after phantom vibrations for weeks.

Shops that construct for fleets often make easy adjustable shims or recommend pinion wedges to fulfill 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 serious. In the back of a heavily packed truck with a leaf spring pack, they might plan for cramped angles to be somewhat different than unloaded ones. That is honest attention to use case, not a one-size answer.

Balance is not just a maker reading

Dynamic balancing on a modern-day balancer is vital, however it is not the entire 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. Good stores inspect runout, phase, and spline fit before they spin the shaft. They mark all yokes and tube ends so reassembly lands in the same clocking. If they re-tube, they align yokes specifically in stage and verify weld integrity and straightness before balancing. When the balancing weights go on, they should utilize tack welds and final welds that do not overheat and misshape the tube.

Balance specifications differ by service class. For light-duty trucks, you frequently see tolerances on the order of a few gram-inches. For heavy shafts, the absolute numbers are larger, however the principle is the very same: attain smooth operation across the common operating rpm range. A shop that asks your travelling speeds, PTO rpm, and whether the truck hangs out in low variety reveals they understand the window they should hit. Years earlier, I enjoyed a balancer tech add two small weights 180 degrees apart to fine tune a shaft predestined for a community sewage system jetter truck that sat at 2,400 shaft rpm for extended periods. They evaluated it at that target rpm rather than simply at a basic low speed, which saved the city crew a lot of cabin buzz.

Material options, yokes, and serviceable components

Truck drivelines are not attractive, however the parts menu matters. Tubes come in numerous sizes and wall densities. A longer wheelbase service truck with a welder and crane perched aft requires adequate stiffness to prevent vital speed concerns. An excellent shop will determine or a minimum of referral crucial speed guidelines and will recommend upsizing tube diameter or wall density if the existing construct is minimal. 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 can be found in different 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 solid crosses and zerk fittings where practical, but sealed sturdy joints have their place in mud and grit if

upkeep compliance is bad. The store needs to ask how your trucks are greased and at what periods. If they never see a grease weapon, sealed might outlast ignored 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 area, replacing it while the shaft is down conserves a return for a leak. Good stores stock the common Truck Parts that break 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 appropriate clamping

Loose or misfit U-bolts destroy new work. Axle U-bolts hold leaf packs to the axle and indirectly control pinion angle under load. Used, extended, or incorrect-diameter U-bolts permit the axle to stroll on the spring pack, altering angles and causing vibration. On top of that, yoke strap bolts and U-bolts at the pinion yoke demand exact torque and clean threads to avoid spinning caps.

A store that uses Custom U Bolts can save a day or more when a truck is immobilized. 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 vital. You must see them take measurements, confirm leg length and inside width, and ask about torque specifications. For a medium-duty truck, U-bolt torque numbers can strike triple digits in foot-pounds, and re-torque after 100 to 500 miles is not optional. A proper shop will highlight that and, if they are setting up, will paint-mark nuts so you can see if anything backs off throughout early use.

Repair or change: discovering the inflection point

Not every shaft should have a complete rebuild. Often an easy re-balance and fresh joints suffice. Other times a re-tube is smarter. The choice rests on a couple of truths: tube condition, yoke wear, service history, and expense versus downtime. If a tube has a crease, even shallow, I favor replacement. Creases concentrate tension and tend to crack later on. If yokes are egged or the bearing cap bores have actually elongated, you will go after cap spin no matter how tight you torque. Change the yokes because case, or keep an extra shaft ready to go.

On older fleet trucks that see salt, replacing the slip stub and spline can restore a lot of lost smoothness. You can feel the difference when the slip moves like it should. A store with a sensible inventory can frequently turn a re-tube and new slip in a day. Full custom or unusual flanges can extend that to several days while parts ship. I keep a spare shaft for the worst offenders in a fleet because 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 context makes me nervous. For a standard u-joint and balance on a one-piece shaft, same day is typically possible if you call ahead. For a two-piece with carrier and yoke replacement, next day is sensible. Fully custom builds, oddball flanges, or hard-to-source weld yokes can take three to 5 company days. If a shop discusses this up front, you can prepare truck rotations.

I appreciate stores that label shafts with orientation arrows, u-joint series, and torque specifications on the return. Basic instructions lower install errors. 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 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 give the shop drive the build. Getting it incorrect by even half an inch can lead to inadequate spline engagement or bottoming the slip under compression. A determined, repeatable method matters.

Use a good tape, get the truck on its weight, and if you can, load it the method it generally 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 shop can anticipate operating angles. On two-piece shafts, measure from flange to carrier mount and then carrier to pinion. If your leaf springs are exhausted and arch modifications under load, tell the shop; they can factor that into slip length and angle choices. A little additional spline travel can conserve you from bottoming out when you hit a pit while loaded.

The economics: what you should expect to spend

Numbers differ by region and supply, however basic varieties assist planning. A balance and u-joint replacement on a light-duty one-piece shaft may run a few hundred dollars, depending on 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, bigger series joints and much heavier tube increase costs. Custom U Bolts are typically a modest line product, however they are important when you require them same day. I prevent the most affordable parts bin. A failed deal u-joint on a crammed truck in traffic is a poor trade.

Downtime expenses more than parts most days. If a slightly greater parts costs purchases dependability and a guarantee you can impose, it typically pencils out. Some stores provide fleet pricing or prioritize industrial accounts. If you bring them consistent, tidy measurements and install their work thoroughly, they will prioritize you when something urgent pops up.

Real-world examples that highlight the choices

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

A cable television service container truck had actually duplicated rear u-joint failures. Twice the shop 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 belonged to the earlier failures too. They changed to a premium 1480 series joint and saw no further problems for more than a year and approximately 25,000 miles of stop-and-go service.

A landscaper lifted a three-quarter-ton pickup and transformed to bigger 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 adjusted the rear pinion to aim more closely at the rear section of the shaft. Balance alone would not have actually solved it. Once 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 habits. Before you dedicate to a new spring pack or a frame stretch, talk with the driveline shop you trust. They can sketch out how your options effect angles and critical speed. Sometimes the option is simple: upsize tube, divided the shaft, or plan for a various yoke. Other times a little change in advance saves you from chasing after a persistent vibration later on. 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 indications you have the right partner

Shops that do it best are foreseeable. They ask how the truck works in reality, not simply what it is. They balance with intent, procedure 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 billings and tags read like a record you can utilize later on, listing 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 short, practical checklist you can use when scouting a driveline shop for work trucks:

- Do they determine and record operating angles, not simply balance the shaft?
- Can they discuss tube size and vital 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 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 survive careless set up work. Clean the yoke bores. Use new straps or appropriately torqued U-bolts. Do not hammer caps into location; utilize a press or vise to seat them squarely. Ensure the slip stub is completely engaged to a safe depth, with sufficient travel left for suspension compression. If your store paints index marks, line them up. After set up, a quick roadway test on a known path at typical cruise speed confirms the repair. I ask motorists to note particular speeds that feel smooth or rough. Those information help if you require to circle back.

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

Questions to ask before licensing work

You do not require to be a driveline engineer to make good 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 correct, 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 should be matter-of-fact. If a store evades or speaks in vague terms, keep moving.

Warranty and the worth of recorded work

Shops that support their work offer clear, written service warranties connected to parts and labor. They normally omit abuse and contamination, which is reasonable. What makes the service warranty useful is good documentation. If they taped angles, joint series, and tube size, you both have a standard. If a failure takes place, it is easier to figure out whether something changed in the truck or if a part just stopped working too soon. Fleets that keep those records alongside car maintenance logs discover service warranty claims smoother and trust grows on both sides.



Sourcing, parts quality, and supply chain reality

Recent years have actually taught everyone that supply chains flex and break. A clever shop diversifies sources without sacrificing quality. They know which u-joint lines hold up under rake duty and which carrier bearings endure grit and salt water. If a specific 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 discuss any compromises. Avoid mystery-brand joints and bearings unless downtime forces your hand. Saving twenty bucks on a joint that fails in two months is not savings.



Final thoughts from the field

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

Choose partners who respect measurement, who construct easily, and who interact clearly. Provide the details they need: reasonable loads, normal speeds, and the quirks of your paths. Let them provide the best parts, from quality joints to Custom U Bolts that really fit. Your trucks will [custom U bolts](#) 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
Anderson Brothers Truck & Equipment has an address of 2640 State Hwy 99 N #1, Eugene, OR 97402
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:(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.