

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

excellent driveline store keeps your iron moving. The difference in between a capable shop and a reckless one is the distinction in between a week of callbacks and a year of peaceful miles. If you spec and service fleets, or you run a single-ton dump that needs to begin every cold early morning in January, you appreciate who touches your driveline.

This guide concentrates on evaluation, balance, Custom U Bolts, and repair choices with the realities of work trucks in mind. The information matter. Drivelines live in a geometry problem that alters with every load, every suspension tweak, and every worn bushing. The right shop comprehends that and acts accordingly.

What quality appears like in a driveline shop

The best driveline outfits are part factory, part diagnostic lab. They determine two times, file angles, and ask questions about how the truck actually works. A respectable store is neat where it counts. Their balancers are tidy and maintained, their V-blocks hold true, and you can see old shafts tagged by customer 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 heaps to Class 7 and 8.

Staff is the most significant tell. If the [truck parts](#) counter individual requests running angles and wheelbase instead of just a VIN, you remain in great hands. If a tech strolls the truck with you, looks at axle wrap proof on the springs, and notes a dinged up tube half-hidden by an exhaust heat shield, much better still. I rely on stores that can describe why a double cardan was picked for a raised service body F-350, and why a long single-piece might be the much better route 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 issue. Vibration chews through u-joints and pinion seals, loosens up fasteners, and fatigues tubes. On multi-piece drivelines, a failing center assistance bearing can turn a basic service visit into a crossmember and floor repair if it lets go at speed. Downtime expenses quickly accumulate: one day off a task for a pail truck or a dump can cost several thousand dollars in between lost billable hours and rescheduling. Spend a bit more up front on a shop that inspects appropriately, and you buy back quiet, safe miles and less roadside headaches.

Inspection that goes beyond the bench

You can diagnose a fair bit before you ever pull the shaft. First, a road test informs the speed at which the vibration appears, which hints at whether it is first-order driveshaft speed, tire speed, or an engine harmonic. If the vibration comes in consistent at a specific mph across all gears, it typically 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, search for witness marks. Brilliant 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 moist band around the tube a foot from the weld can conceal a slight damage that altered wall thickness, which will throw balance off even if runout measures marginally within specification. A good store will clean up the tube, call it up in V-blocks, and check total showed runout along numerous points, not just at the ends.

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

or brings a crane body, the carrier sees more pounding than the spec sheet prepares for. Changing it preemptively while the shaft is down is frequently more affordable than duplicating labor later.

Measuring and recording 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 put an inclinometer on the transmission output, the driveshaft tube, and the pinion yoke. On multi-piece shafts, they do the same on both areas and reference the carrier bracket to the frame. The goal is generally 1 to 3 degrees of running angle at each joint with parallel or near-parallel output and pinion lines, fixing for engine mount sag and rear suspension behavior. A raised work truck that still transports heavy material typically requires a various plan than a mall spider. More angle equals more speed variation in the joint, which needs to be canceled by an equal and opposite angle somewhere else. Miss this, and you will go after phantom vibrations for weeks.

Shops that develop for fleets frequently produce easy adjustable shims or recommend pinion wedges to satisfy 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 extreme. In the back of a heavily loaded truck with a leaf spring pack, they may prepare for crammed angles to be a little various than unloaded ones. That is honest attention to utilize case, not a one-size answer.

Balance is not just a device reading

Dynamic balancing on a contemporary balancer is vital, however it is not the entire video 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 stores examine runout, stage, and spline fit before they spin the shaft. They mark all yokes and tube ends so reassembly lands in the very same clocking. If they re-tube, they line up yokes exactly in stage and validate weld stability and straightness before stabilizing. When the balancing weights go on, they ought to utilize tack welds and last welds that do not get too hot and distort the tube.

Balance specifications differ by service class. For light-duty trucks, you often see tolerances on the order of a few gram-inches. For heavy shafts, the absolute numbers are bigger, but the principle is the exact same: achieve smooth operation across the typical operating rpm range. A store that asks your cruising speeds, PTO rpm, and whether the truck hangs around in low variety shows they comprehend the window they need to hit. Years earlier, I saw a balancer tech include two small weights 180 degrees apart to fine tune a shaft destined for a municipal drain jetter truck that sat at 2,400 shaft rpm for long periods. They tested it at that target rpm instead of just at a standard low speed, which saved the city crew a lot of cabin buzz.

Material choices, yokes, and serviceable components

Truck drivelines are not attractive, but the parts menu matters. Tubes are available in numerous diameters and wall thicknesses. A longer wheelbase service truck with a welder and crane perched aft requires sufficient stiffness to avoid crucial speed concerns. A good store will compute or at least reference vital speed standards and will recommend upsizing tube size or wall density if the existing develop is minimal. They might even recommend transforming a long single-piece shaft to a two-piece with a provider 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 end up costing more. For work trucks, I choose exceptional joints with strong crosses and zerk fittings where useful, but sealed durable joints have their place in mud and

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

Carrier bearings, slip yokes, flange yokes, and splines all should have attention. Excessive 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 conserves a return for a leakage. Great stores stock the common Truck Parts that wear out the most: u-joints in the common 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 correct 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. Used, extended, or incorrect-diameter U-bolts permit the axle to stroll 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 clean threads to avoid spinning caps.

A store 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 vital. You ought to 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 proper store will stress that and, if they are setting up, will paint-mark nuts so you can see if anything backs off throughout early use.

Repair or replace: finding the inflection point

Not every shaft is worthy of a complete rebuild. Often an easy re-balance and fresh joints are enough. Other times a re-tube is smarter. The choice sits on a couple of truths: tube condition, yoke wear, service history, and cost versus downtime. If a tube has a crease, even shallow, I favor replacement. Creases concentrate tension and tend to break later on. If yokes are egged or the bearing cap bores have actually elongated, you will chase after cap spin no matter how tight you torque. Replace the yokes in that case, or keep an extra shaft all set to go.

On older fleet trucks that see salt, changing the slip stub and spline can bring back a lot of lost smoothness. You can feel the difference when the slip moves like it should. A shop with an affordable stock can typically turn a re-tube and new slip in a day. Complete custom or uncommon flanges can extend that to several days while parts ship. I keep a spare shaft for the worst culprits 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 assures the world without requesting for context makes me anxious. 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 reasonable. Totally custom develops, oddball flanges, or hard-to-source weld yokes can take 3 to 5 company days. If a shop explains this up front, you can plan truck rotations.

I value shops that label shafts with orientation arrows, u-joint series, and torque specs on the return. Basic guidelines reduce set up mistakes. Some compose angle targets on the work order and hand you a copy. When there is a thought angle issue on the truck, they may send a tech out with an angle finder to validate, or they will coach your mechanics through the measurements by phone. That level of interaction 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 shop drive the construct. Getting it incorrect by even half an inch can result in insufficient spline engagement or bottoming the slip under compression. A determined, repeatable method matters.

Use an excellent tape, get the truck on its weight, and if you can, load it the method 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 store can forecast operating angles. On two-piece shafts, step from flange to carrier install and then provider 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 options. A little extra spline travel can save you from bottoming out when you hit a hole while loaded.



The economics: what you should anticipate to spend

Numbers differ by area and supply, however basic varieties assist planning. A balance and u-joint replacement on a light-duty one-piece shaft may 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 provider bearing and you will see a bit more labor and parts cost. On medium-duty equipment, larger series joints and heavier tube boost rates. Custom U Bolts are generally a modest line item, however they are vital when you require them very same day. I avoid the least expensive parts bin. A stopped working bargain u-joint on a crammed truck in traffic is a bad trade.

Downtime costs more than parts most days. If a slightly higher parts expense purchases dependability and a guarantee you can implement, it typically pencils out. Some stores use fleet pricing or prioritize commercial accounts. If you bring them constant, clean measurements and install their work carefully, they will prioritize you when something urgent pops up.

Real-world examples that show the choices

A community rake truck can be found in with a steady 50 miles per hour vibration that did not alter with equipment. Tires were new, and the axle had actually just recently been re-gear. The shop 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 changed 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 television service bucket truck had actually repeated rear u-joint failures. Two times the shop replaced joints and re-balanced. The third time, they discovered the yoke bores were slightly out of round. New yokes and a slip stub fixed it. Cheap joints belonged to the earlier failures too. They switched to a premium 1480 series joint and saw no further concerns for more than a year and approximately 25,000 miles of stop-and-go service.

A landscaper raised a three-quarter-ton pickup and transformed to larger tires. The angle at the rear joint increased, and a light shudder began on takeoff. The driveline shop advised a double cardan at the transfer case

and changed the rear pinion to aim more carefully at the rear section of the shaft. Balance alone would not have fixed it. When geometry matched the hardware, the shudder went away.

When to involve the store before you modify

Suspension changes, PTO setups, longer wheelbases for utility bodies, and axle swaps all affect driveline behavior. 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 options impact angles and important speed. Sometimes the solution is straightforward: upsize tube, split the shaft, or prepare for a different yoke. Other times a small modification up front conserves you from going after a chronic vibration later. If you are including 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 dead giveaways you have the ideal 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 build Custom U Bolts without drama and hand you hardware that fits. Their invoices and tags read like a record you can use later, listing u-joint series, tube size, and any angle notes. And when something goes sideways, they respond to the phone and assist you repair it instead of blame the truck or the driver.

Here is a short, practical checklist you can utilize when searching a driveline shop for work trucks:

- Do they determine and document operating angles, not just balance the shaft?
- Can they describe tube size and important speed choices in plain language?
- Do they equip typical u-joint series, provider bearings, and yokes for your service class?
- Will they make Custom U Bolts to spec and supply appropriate torque guidance?
- Do they offer practical turnaround times and interact parts lead times honestly?

Installation discipline in your own shop

Even the very best driveline will not endure careless 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 fast road test on a known path at typical cruise speed validates the fix. I ask motorists to note specific speeds that feel smooth or rough. Those information help if you need to circle back.

Re-torque U-bolts holding axles to springs after the first hundred miles or two. I have actually seen brand new spring loads shift slightly under very first heavy loads and alter pinion angle by a degree or more. A fast 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 few targeted concerns 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 ride height, and just how much travel is left?
- Can you balance at a particular rpm that matches my cruise or PTO speed?

The answers should be matter-of-fact. If a shop dodges or speaks in vague terms, keep moving.

Warranty and the worth of documented work

Shops that support their work offer clear, written service warranties connected to parts and labor. They typically exclude abuse and contamination, which is fair. What makes the warranty useful is great paperwork. If they taped angles, joint series, and tube size, you both have a baseline. If a failure happens, it is much easier to determine whether something altered in the truck or if a part simply stopped working prematurely. Fleets that keep those records together with lorry 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 store diversifies sources without compromising quality. They know which u-joint lines hold up under rake duty and which provider bearings survive grit and brine. 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. Prevent mystery-brand joints and bearings unless downtime forces your hand. Conserving twenty bucks on a joint that stops working in two months is not savings.

Final ideas from the field

I have actually seen brand-new shafts drew back for rework since a truck left on unequal tire pressures vibrated hard adequate to mask the genuine problem. I have seen perfectly balanced assemblies rattle on takeoff due to the fact that a torn transmission install permitted the output to swing. The driveline never ever lives alone. A good store knows where its boundaries are and when to recommend a suspension or install evaluation before they bonded anything.



Choose partners who respect measurement, who develop easily, and who communicate clearly. Give them the details they need: practical loads, typical speeds, and the peculiarities of your paths. Let them provide the best parts, from quality joints to Custom U Bolts that in fact fit. Your trucks will run quieter, your teams will grumble less, and your calendar will hold fewer 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](#)

After shopping at [Valley River Center](#), commercial truck operators often stop nearby for professional Drivelines service, Custom U Bolts, and essential Truck Parts.