

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 make their keep under load, not on stands. When vibration begins creeping in at 45 to 55 miles per hour, when a center carrier groans on takeoff, or a yoke slings grease and dust like confetti, productivity falls off a

cliff. A good driveline store keeps your iron moving. The distinction in between a capable shop and a careless one is the difference in 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 early morning in January, you appreciate who touches your driveline.

This guide focuses on evaluation, balance, Custom U Bolts, and repair decisions with the realities 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 shop understands that and acts accordingly.

What quality looks like in a driveline shop

The finest driveline outfits are part machine shop, part diagnostic laboratory. They determine two times, document angles, and ask questions about how the truck actually works. A decent 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 customer and condition. You will see yoke protectors on ended up pieces, labels on tubing sizes, and a rack of weld yokes and slip stubs that cover the common service classes from light-duty half lots to Class 7 and 8.

Staff is the greatest inform. If the counter person asks for operating angles and wheelbase instead of just a VIN, you remain in good hands. If a tech strolls 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 shield, much better still. I rely on stores that can describe why a double cardan was picked for a lifted 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 trade-offs, and they will say them out loud.

The stakes for work trucks

A buzzing driveline is more than a convenience issue. Vibration chews through u-joints and pinion seals, loosens fasteners, and fatigues tubes. On multi-piece drivelines, a stopping working center assistance bearing can turn an easy service check out into a crossmember and flooring repair if it releases at speed. Downtime expenses quickly stack up: one day off a task for a container truck or a dump can cost several thousand dollars in between lost billable hours and rescheduling. Invest a bit more up front on a store that examines properly, and you redeem 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 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 comes in steady at a specific mph throughout all gears, it typically points at the shaft. If it reoccurs with throttle input, look at pinion angle modifications and u-joint brinelling.

Under the truck, search for witness marks. Intense rings at the u-joint caps suggest spinning caps due to loose straps or improperly sized bearing caps. Rust dust at the cups is a free gift for dry joints. A damp band around television a foot from the weld can hide a small damage that changed wall density, which will toss balance off even if runout measures partially within specification. A great shop will clean up television, call it up in V-blocks, and inspect total indicated runout along multiple points, not simply at the ends.

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

crane body, the carrier sees more pounding than the spec sheet anticipates. Replacing it preemptively while the shaft is down is frequently less expensive than repeating labor later.

Measuring and documenting angles

Geometry ruins more driveshafts than bad parts. A strong shop files angles and sets a target based on 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 exact same on both areas and reference the carrier bracket to the frame. The goal is normally 1 to 3 degrees of operating angle at each joint with parallel or near-parallel output and pinion lines, remedying for engine install droop and rear suspension behavior. A raised work truck that still carries heavy product often requires a different plan than a shopping center crawler. More angle equates to more speed variation in the joint, which needs to be canceled by an equal and opposite angle somewhere else. Miss this, and you will chase after phantom vibrations for weeks.

Shops that develop for fleets frequently produce simple 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 rear of a greatly crammed truck with a leaf spring pack, they might plan for packed angles to be slightly different than unloaded ones. That is truthful attention to utilize case, not a one-size answer.

Balance is not just a device reading

Dynamic balancing on a modern balancer is essential, 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 examine 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 line up yokes precisely in phase and validate weld stability and straightness before balancing. When the balancing weights go on, they must use tack welds and final welds that do not overheat and distort the tube.

Balance specifications vary 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, but the principle is the exact same: attain smooth operation across the typical operating rpm range. A shop that asks your travelling speeds, PTO rpm, and whether the truck hangs around in low range shows they understand the window they should hit. Years ago, I viewed a balancer tech add 2 small weights 180 degrees apart to tweak a shaft destined for a community drain jetter truck that sat at 2,400 shaft rpm for extended periods. They checked it at that target rpm instead of simply at a standard low speed, which saved the city crew a lot of cabin buzz.

Material options, yokes, and serviceable components

Truck drivelines are not glamorous, however the parts menu matters. Tubes are available in a number of sizes and wall densities. A longer wheelbase service truck with a welder and crane perched aft needs sufficient tightness to prevent crucial speed problems. An excellent store will determine [drivelines](#) or a minimum of recommendation crucial speed guidelines and will suggest upsizing tube diameter or wall thickness if the present develop is minimal. They may even recommend converting 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 diameters matched to the torque load. Off-brand joints with careless tolerances will wind up costing more. For work trucks, I choose premium joints with solid crosses and zerk fittings where useful, however sealed durable joints have their location

in mud and grit if upkeep compliance is bad. The store should ask how your trucks are greased and at what intervals. If they never ever see a grease gun, sealed may outlive ignored serviceables.

Carrier bearings, slip yokes, flange yokes, and splines all should have attention. Excessive play at the slip will simulate an out-of-balance shaft. Rusty or galled splines bind, which loads joints unexpectedly. If a yoke is pitted at the seal surface area, changing it while the shaft is down saves a comeback for a leakage. Great stores stock the common Truck Parts that wear out the most: u-joints in the typical 1310, 1330, 1350, 1410, 1480 series and their sturdy variants, provider 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 mess up new work. Axle U-bolts hold leaf packs to the axle and indirectly control pinion angle under load. Used, stretched, or incorrect-diameter U-bolts permit the axle to walk on the spring pack, altering angles and causing vibration. On top of that, yoke strap bolts and U-bolts at the pinion yoke need precise torque and tidy 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 easily, and match bend radii to the spring perch. If you have non-standard spring loads or an aftermarket axle swap, this service is important. 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 hit triple digits in foot-pounds, and re-torque after 100 to 500 miles is not optional. An appropriate store will stress that and, if they are setting up, will paint-mark nuts so you can see if anything withdraw throughout early use.

Repair or change: finding the inflection point

Not every shaft deserves a full rebuild. In some cases an easy re-balance and fresh joints are enough. 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 lean toward replacement. Creases concentrate tension 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. Replace the yokes because case, or keep an extra shaft ready to go.

On older fleet trucks that see salt, changing 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 often turn a re-tube and new slip in a day. Full custom or unusual flanges can stretch that to a number of days while parts ship. I keep an extra shaft for the worst transgressors in a fleet since pulling an extra from the rack beats waiting when a bearing blows up midweek.

Turnaround, logistics, and communication

Time is a resource. A store that promises the world without asking for context makes me nervous. 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 provider and yoke replacement, next day is realistic. Totally custom constructs, oddball flanges, or hard-to-source weld yokes can take three to five service days. If a store describes this up front, you can prepare truck rotations.

I value shops that identify shafts with orientation arrows, u-joint series, and torque specifications on the return. Basic instructions lower 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 out a tech out with an angle finder to confirm,

or they will coach your mechanics through the measurements by phone. That level of communication reduce misdiagnosis and conserves both sides a headache.

Field measurement done right

If you are buying a custom shaft or altering wheelbase, the measurements you give the shop drive the develop. Getting it incorrect by even half an inch can lead to inadequate spline engagement or bottoming the slip under compression. A measured, repeatable approach matters.

Use a great tape, get the truck on its weight, and if you can, load it the way it usually 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 utilizes flange style connections. Take angles at each yoke so the shop can forecast 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, inform 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 hit a pit while loaded.

The economics: what you must anticipate to spend

Numbers vary by region and supply, but general ranges assist planning. A balance and u-joint replacement on a light-duty one-piece shaft might run a couple of hundred dollars, depending upon joint quality. Re-tubing with new weld yokes and a fresh balance can extend into the mid hundreds. Include a provider bearing and you will see a bit more labor and parts expense. On medium-duty equipment, bigger series joints and heavier tube boost costs. Custom U Bolts are generally a modest line item, however they are critical when you need them very same day. I avoid the most inexpensive 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 greater parts expense purchases reliability and a service warranty you can enforce, it often pencils out. Some shops offer fleet prices or focus on industrial accounts. If you bring them constant, clean measurements and install their work thoroughly, 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 stable 50 mph vibration that did not change with gear. Tires were new, and the axle had recently been re-gear. The store discovered 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 replaced the provider. The truck ran quiet for the rest of the season. Without the angle repair, they would have eaten through joints again by February.

A cable service pail truck had duplicated rear u-joint failures. Two times the store changed joints and re-balanced. The 3rd time, they discovered the yoke bores were a little out of round. New yokes and a slip stub resolved it. Cheap joints were part of the earlier failures too. They changed to a premium 1480 series joint and saw no further problems for more than a year and roughly 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 launch. The driveline shop advised a double cardan at the transfer case and adjusted the rear pinion to aim more closely at the rear area of the shaft. Balance alone would not have fixed it. Once geometry matched the hardware, the shudder went away.

When to involve the shop before you modify

Suspension changes, PTO installations, longer wheelbases for energy bodies, and axle swaps all affect driveline behavior. Before you devote to a new spring pack or a frame stretch, speak with the driveline store you trust. They can sketch out how your options impact angles and crucial speed. In some cases the option is straightforward: upsize tube, split the shaft, or plan for a different yoke. Other times a small modification up front conserves you from going after a persistent vibration later. If you are including a hydraulic pump PTO that runs at a set rpm for hours, tell them that number so they can balance the shaft because window.



The dead giveaways you have the ideal partner

Shops that do it right are predictable. 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 billings and tags read like a record you can use later, noting u-joint series, tube size, and any angle notes. And when something goes sideways, they address the phone and help you repair it instead of blame the truck or the driver.

Here is a short, practical checklist you can use when hunting a driveline look for work trucks:

- Do they measure and document running angles, not simply balance the shaft?
- Can they explain tube size and critical speed options in plain language?
- Do they equip common u-joint series, carrier bearings, and yokes for your service class?
- Will they fabricate Custom U Bolts to spec and offer proper torque guidance?
- Do they use useful turn-around times and communicate parts lead times honestly?

Installation discipline in your own shop

Even the very best driveline will not endure sloppy install work. Tidy the yoke bores. Utilize new straps or appropriately torqued U-bolts. Do not hammer caps into place; use a press or vise to seat them squarely. Make sure the slip stub is fully engaged to a safe depth, with sufficient travel left for suspension compression. If your shop paints index marks, line them up. After install, a quick roadway test on a known path at normal cruise speed

verifies the fix. I ask drivers to keep in mind 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 approximately. I have actually seen brand new spring packs shift slightly under very first heavy loads and change pinion angle by a degree or more. A quick re-check catches those early shifts before they develop a complaint.

Questions to ask before authorizing work

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

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

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

Warranty and the worth of recorded work

Shops that stand behind their work offer clear, written guarantees tied to parts and labor. They normally exclude abuse and contamination, which is fair. What makes the warranty useful is great documents. If they recorded angles, joint series, and tube size, you both have a standard. If a failure happens, it is much easier to identify whether something altered in the truck or if a part simply stopped working prematurely. Fleets that keep those records along with lorry maintenance logs find service warranty claims smoother and trust grows on both sides.

Sourcing, parts quality, and supply chain reality

Recent years have actually taught everybody that supply chains flex and break. A clever store diversifies sources without compromising quality. They understand 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 may propose a common-flange conversion with matching bolt pattern and pilot to keep you moving, and they will discuss any trade-offs. Prevent mystery-brand joints and bearings unless downtime forces your hand. Conserving twenty bucks on a joint that fails in two months is not savings.

Final ideas from the field

I have seen new shafts pulled back for rework due to the fact that a truck left on unequal tire pressures vibrated hard sufficient to mask the genuine concern. I have actually seen perfectly well balanced assemblies rattle on takeoff since a torn transmission mount allowed the output to swing. The driveline never ever lives alone. A good shop knows where its boundaries are and when to suggest a suspension or mount evaluation before they bonded anything.

Choose partners who appreciate measurement, who develop cleanly, and who communicate clearly. Give them the information they need: realistic loads, normal speeds, and the quirks of your paths. Let them supply the ideal parts, from quality joints to Custom U Bolts that really fit. Your trucks will run quieter, your crews will complain less, and your calendar will hold 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 shopping at [Red Barn Natural Grocery](#), many truck owners plan service stops for Drivelines maintenance, Custom U Bolts production, and essential Truck Parts.