

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 provider groans on launch, or a yoke slings grease and dust like confetti, productivity falls off a

cliff. A good driveline shop keeps your iron moving. The distinction in between a capable store and a careless 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 needs to begin every cold early 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 details matter. Drivelines live in a geometry issue that changes 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 finest driveline clothing are part machine shop, part diagnostic laboratory. They measure twice, document angles, and ask concerns about how the truck actually works. A respectable shop is tidy where it counts. Their balancers are clean and maintained, their V-blocks are true, and you can see old shafts tagged by customer and condition. You will see yoke protectors on 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 loads to Class 7 and 8.

Staff is the biggest inform. If the counter person asks for operating angles and wheelbase instead of just a VIN, you remain in excellent hands. If a tech walks the truck with you, looks at axle wrap evidence on the springs, and notes a dented tube half-hidden by an exhaust heat guard, much better still. I trust shops that can describe why a double cardan was chosen for a raised service body F-350, and why a long single-piece may be the better route for a Class 6 box truck with a low ride 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 convenience concern. Vibration chews through u-joints and pinion seals, loosens up fasteners, and tiredness tubes. On multi-piece drivelines, a stopping working center assistance bearing can turn a basic service check out into a crossmember and flooring repair if it lets go at speed. Downtime costs quickly stack up: one day off a job for a container truck or a dump can cost numerous thousand dollars in between lost billable hours and rescheduling. Invest a bit more in advance on a shop that checks appropriately, and you buy back peaceful, safe miles and less roadside headaches.

Inspection that exceeds the bench

You can detect quite a bit before you ever pull the shaft. First, a road test informs the speed at which the vibration appears, which means whether it is first-order driveshaft speed, tire speed, or an engine harmonic. If the vibration comes in steady at a particular mph across all gears, it typically points at the shaft. If it comes and goes with throttle input, take a look at pinion angle modifications 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 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 slight dent that changed wall thickness, which will throw balance off even if runout procedures partially within spec. An excellent shop will clean up television, dial it up in V-blocks, and check total showed runout along several points, not just at the ends.

On two-piece drivelines, a center carrier bearing complicates the image. The rubber isolator can look fine at rest, yet collapse under torque. I like stores 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 brings a

crane body, the carrier sees more pounding than the spec sheet anticipates. Replacing it preemptively while the shaft is down is typically more affordable than repeating 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 purpose. 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 sections and reference the provider 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, correcting for engine install sag and rear suspension behavior. A raised work truck that still hauls heavy product frequently needs a various strategy than a mall spider. More angle equals more speed variation in the joint, which needs 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 develop for fleets often fabricate easy adjustable shims or recommend pinion wedges to fulfill angle targets. You may 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 extreme. In the back of a greatly packed 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 use case, not a one-size answer.

Balance is not just a device reading

Dynamic balancing on a contemporary balancer is necessary, but it is not the whole game. A shaft can be perfectly stabilized at the wrong angle set or with a stiff slip that binds under torque, and the truck will still shake. Good shops inspect runout, stage, and spline fit before they spin the shaft. They mark all yokes and tube ends so reassembly lands in the exact same clocking. If they re-tube, they line up yokes precisely in stage and verify weld integrity and straightness before balancing. When the balancing weights go on, they need to use tack welds and final welds that do not overheat and distort the tube.

Balance specifications differ by service class. For light-duty trucks, you typically see tolerances on the order of a couple of gram-inches. For heavy shafts, the outright numbers are bigger, however the principle is the same: attain smooth operation throughout the common operating rpm range. A store that asks your travelling speeds, PTO rpm, and whether the truck spends time in low variety reveals they comprehend the window they must hit. Years back, I watched a balancer tech include two little weights 180 degrees apart to tweak a shaft predestined for a local sewer jetter truck that sat at 2,400 shaft rpm for extended periods. They evaluated it at that target rpm instead of just at a basic low speed, which conserved the city team a lot of cabin buzz.

Material options, yokes, and functional components

Truck drivelines are not attractive, however the parts menu matters. Tubes are available in several diameters and wall densities. A longer wheelbase service truck with a welder and crane perched aft requires sufficient tightness to prevent critical speed issues. An excellent store will determine or a minimum of recommendation vital speed guidelines and will recommend upsizing tube diameter or wall thickness if the current construct is limited. 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 are available 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 exceptional joints with strong crosses and zerk fittings where practical, but sealed durable joints have their place in mud and

grit if maintenance compliance is bad. The store must ask how your trucks are greased and at what intervals. If they never ever see a grease gun, sealed may last longer than ignored serviceables.

Carrier bearings, slip yokes, flange yokes, and splines all should have attention. Excessive play at the slip will mimic 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 comeback for a leakage. Excellent stores stock the common Truck Parts that wear the most: u-joints in the common 1310, 1330, 1350, 1410, 1480 series and their heavy-duty variants, provider 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. Worn, extended, or incorrect-diameter U-bolts permit the axle to walk on the spring pack, changing angles and inducing vibration. On top of that, yoke strap bolts and U-bolts at the pinion yoke demand precise torque and clean threads to prevent spinning caps.

A shop that provides Custom U Bolts can conserve a day or more when a truck is paralyzed. They bend from quality rod stock, cut threads cleanly, and match bend radii to the spring perch. If you have non-standard spring loads or an aftermarket axle swap, this service is vital. You ought to 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 hit triple digits in foot-pounds, and re-torque after 100 to 500 miles is not optional. A correct store will emphasize 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 deserves a full rebuild. Often a basic re-balance and fresh joints are enough. Other times a re-tube is smarter. The choice sits on a few realities: 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 break later on. If yokes are egged or the bearing cap bores have actually lengthened, you will go 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, replacing 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 store with a reasonable stock can often turn a re-tube and new slip in a day. Complete custom or uncommon flanges can extend that to numerous days while parts ship. I keep a spare shaft for the worst transgressors in a fleet since pulling a spare from the rack beats waiting when a bearing blows up midweek.

Turnaround, logistics, and communication

Time is a resource. A store that assures the world without requesting context makes me anxious. For a basic u-joint and balance on a one-piece shaft, same day is often possible if you call ahead. For a two-piece with provider and yoke replacement, next day is sensible. Totally custom constructs, oddball flanges, or hard-to-source weld yokes can take 3 to five service days. If a shop explains this in advance, you can prepare truck rotations.

I appreciate shops that label shafts with orientation arrows, u-joint series, and torque specs on the return. Simple directions decrease set up errors. Some write angle targets on the work order and hand you a copy. When there is a believed angle problem on the truck, they might send a tech out with an angle finder to confirm, or they will

coach your mechanics through the measurements by phone. That level of interaction cuts down misdiagnosis and saves both sides a headache.

Field measurement done right

If you are buying a custom shaft or altering wheelbase, the measurements you bring to the store drive the build. Getting it incorrect by even half an inch can result in insufficient spline engagement or bottoming the slip under compression. A measured, repeatable method matters.

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

The economics: what you should anticipate to spend

Numbers vary by area and supply, however general varieties 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. Include a provider bearing and you will see a bit more labor and parts expense. On medium-duty equipment, larger series joints and much heavier tube increase costs. Custom U Bolts are normally a modest line item, but they are vital when you need them same day. I avoid the most inexpensive parts bin. A stopped working bargain u-joint on a crammed truck in traffic is a poor trade.

Downtime expenses more than parts most days. If a somewhat greater parts expense buys reliability and a service warranty you can enforce, it typically pencils out. Some shops offer fleet pricing or focus on commercial 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 local plow 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 actually 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 replaced the carrier. The truck ran quiet for the rest of the season. Without the angle repair, they would have eaten through joints once again by February.



A cable service container truck had actually repeated rear u-joint failures. Twice the shop changed joints and re-balanced. The third time, they saw the yoke bores were somewhat out of round. New yokes and a slip stub solved it. Cheap joints belonged to 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 lifted a three-quarter-ton pickup and converted to larger tires. The angle at the rear joint increased, and a light shudder began on departure. The driveline shop advised a double cardan at the transfer case and adjusted the rear pinion to intend more carefully at the rear area of the shaft. Balance alone would not have actually solved it. As soon as geometry matched the hardware, the shudder went away.

When to include the shop before you modify

Suspension changes, PTO installations, longer wheelbases for utility bodies, and axle swaps all affect driveline behavior. Before you devote to a new spring pack or a frame stretch, talk to the driveline store you trust. They can sketch out how your choices effect angles and important speed. In some cases the solution is uncomplicated: upsize tube, split the shaft, or prepare for a various yoke. Other times a little modification in advance saves you from going after a persistent vibration later. If you are adding a hydraulic pump PTO that runs 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 predictable. They ask how andersonbrotherste.com custom U bolts the truck works in real life, not just what it is. They balance with intent, step 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 utilize later, noting u-joint series, tube size, and any angle notes. And when something goes sideways, they respond to the phone and assist you fix it rather than blame the truck or the driver.

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

- Do they determine and document operating angles, not just balance the shaft?

- Can they explain tube size and critical speed choices in plain language?
- Do they stock common u-joint series, carrier bearings, and yokes for your service class?
- Will they produce Custom U Bolts to spec and provide proper 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 make it through 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 squarely. Make certain the slip stub is fully engaged to a safe depth, with sufficient travel left for suspension compression. If your store paints index marks, line them up. After install, a fast road test on a known path at normal cruise speed validates the fix. I ask chauffeurs to keep in mind particular speeds that feel smooth or rough. Those details help if you require 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 somewhat under first heavy loads and change pinion angle by a degree or more. A fast re-check catches those early shifts before they produce a complaint.

Questions to ask before licensing 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 attempt to correct the alignment of, and why?
- What u-joint series and brand are you installing?
- What is the slip engagement at ride height, and how much travel is left?
- Can you balance at a particular rpm that matches my cruise or PTO speed?

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

Warranty and the worth of documented work

Shops that support their work deal clear, written guarantees tied to parts and labor. They generally exclude abuse and contamination, which is fair. What makes the warranty beneficial is good documents. If they recorded angles, joint series, and tube size, you both have a baseline. If a failure takes place, it is easier to determine whether something altered in the truck or if a part simply stopped working too soon. Fleets that keep those records together with lorry maintenance logs discover guarantee 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 smart shop diversifies sources without compromising quality. They understand which u-joint lines hold up under rake task and which carrier bearings survive grit and brine. 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 explain any compromises. Prevent mystery-brand joints and bearings unless downtime forces your hand. Conserving twenty bucks on a joint that fails in 2 months is not savings.

Final ideas from the field

I have seen new shafts pulled back for rework because a truck left on unequal tire pressures vibrated hard adequate to mask the real problem. I have seen completely balanced assemblies rattle on departure due to the fact that a torn transmission install permitted the output to swing. The driveline never ever lives alone. A great shop understands where its borders are and when to suggest a suspension or install examination before they weld anything.



Choose partners who appreciate measurement, who develop cleanly, and who interact plainly. Provide the information they require: practical loads, typical speeds, and the quirks of your routes. Let them provide the right parts, from quality joints to Custom U Bolts that in fact fit. Your trucks will run quieter, your teams 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
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Anderson Brothers Truck & Equipment has Facebook page <https://www.facebook.com/andersonbrotherseugene>
Anderson Brothers Truck & Equipment has an Instagram page <https://www.instagram.com/andersonbrotherste/>
Anderson Brothers Truck & Equipment won Top Driveline and Truck Part Company 2025
Anderson Brothers Truck & Equipment earned Best Customer Service Award 2024
Anderson Brothers Truck & Equipment was awarded Best Custom U Bolts 2025

People Also Ask about Anderson Brothers Truck & Equipment

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

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

Where is Anderson Brothers Truck & Equipment located?

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

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

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

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

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

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

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

What driveline services does Anderson Brothers Truck & Equipment provide?

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

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

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

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

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

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

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

Who owns Anderson Brothers Truck & Equipment?

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

Where is Anderson Brothers Truck & Equipment located?

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

How can I contact Anderson Brothers Truck & Equipment?

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

While exploring the exhibits at the [Lane County History Museum](#), many drivers know they can find nearby support for Drivelines repair, Custom U Bolts manufacturing, and quality Truck Parts.