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 starts creeping in at 45 to 55 miles per hour, when a center provider groans on takeoff, or a yoke slings grease and dust like confetti, performance falls

off a cliff. A great driveline shop keeps your iron moving. The difference in between a capable shop and a careless one is the difference between a week of callbacks and a year of 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 appreciate who touches your driveline.

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

What quality appears like in a driveline shop

The best driveline attires are part factory, part diagnostic laboratory. They determine twice, file angles, and ask questions about how the truck actually works. A respectable store is tidy where it counts. Their balancers are clean and maintained, their V-blocks are true, and you can see old shafts tagged by client and condition. You will see yoke protectors on finished pieces, labels on tubing sizes, and a rack of weld yokes and slip stubs that cover the common service classes from light-duty half heaps to Class 7 and 8.

Staff is the greatest inform. If the counter person requests for operating angles and wheelbase instead of simply a VIN, you are in excellent hands. If a tech walks the truck with you, looks at axle wrap evidence on the springs, and keeps in mind a dented tube half-hidden by an exhaust heat shield, much better still. I trust shops that can discuss why a double cardan was picked for a raised service body F-350, and why a long single-piece might be the much better path for a Class 6 box truck with a low trip 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 convenience problem. Vibration chews through u-joints and pinion seals, loosens fasteners, and tiredness tubes. On multi-piece drivelines, a stopping working center assistance bearing can turn an easy service visit into a crossmember and floor 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 a number of thousand dollars in between lost billable hours and rescheduling. Invest a bit more up front on a store that inspects appropriately, and you redeem peaceful, safe miles and less roadside headaches.

Inspection that exceeds the bench

You can detect quite a bit before you ever pull the shaft. Initially, 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 steady at a specific miles per hour across all equipments, it often points at the shaft. If it comes and goes with throttle input, look at pinion angle changes and u-joint brinelling.

Under the truck, try to find witness marks. Bright rings at the u-joint caps suggest spinning caps due to loose straps or incorrectly sized bearing caps. Rust dust at the cups is a free gift for dry joints. A wet band around television a foot from the weld can conceal a slight dent that changed wall thickness, which will throw balance off even if runout measures marginally within spec. A good store will clean the tube, call it up in V-blocks, and examine total suggested runout along several points, not simply at the ends.

On two-piece drivelines, a center provider bearing complicates the photo. The rubber isolator can look fine at rest, yet collapse under torque. I like stores that pry the carrier carefully to replicate load, checking for excessive motion or rubber tearing. The bearing itself ought to 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. Changing it preemptively while the shaft is down is often more affordable than duplicating labor later.

Measuring and recording angles

Geometry ruins more driveshafts than bad parts. A solid store files 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 very same on both sections and reference the provider bracket to the frame. The objective is generally 1 to 3 degrees of running angle at each joint with parallel or near-parallel output and pinion lines, fixing for engine install sag and rear suspension behavior. A lifted work truck that still carries heavy material often needs a different strategy than a shopping mall spider. More angle equates to more speed variation in the joint, which requires to be canceled by an equal and opposite angle elsewhere. Miss this, and you will go after phantom vibrations for weeks.

Shops that build for fleets frequently fabricate simple adjustable shims or suggest pinion wedges to meet 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 severe. In the rear of a greatly packed truck with a leaf spring pack, they might plan for crammed angles to be somewhat various than unloaded ones. That is honest attention to utilize case, not a one-size answer.

Balance is not simply a maker reading

Dynamic balancing on a modern-day balancer is necessary, however it is not the entire video game. A shaft can be completely stabilized at the incorrect angle set or with a stiff slip that binds under torque, and the truck will still shake. Excellent stores inspect 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 align yokes specifically in phase and verify weld integrity and straightness before balancing. When the balancing weights go on, they need to utilize tack welds and last welds that do not get too hot and distort the tube.

Balance specifications vary by service class. For light-duty trucks, you often see tolerances on the order of a few gram-inches. For heavy shafts, the outright numbers are bigger, however the principle is the exact same: achieve smooth operation throughout the typical operating rpm range. A shop that asks your cruising speeds, PTO rpm, and whether the truck hangs around in low range shows they comprehend the window they should hit. Years earlier, I viewed a balancer tech include 2 small weights 180 degrees apart to tweak a shaft predestined for a municipal drain jetter truck that sat at 2,400 shaft rpm for long periods. They evaluated it at that target rpm rather than just at a standard low speed, which saved the city team a lot of cabin buzz.

Material choices, yokes, and functional components

Truck drivelines are not attractive, however the parts menu matters. Tubes come in several sizes and wall thicknesses. A longer wheelbase service truck with a welder and crane perched aft needs adequate stiffness to avoid crucial speed problems. An excellent shop will calculate or a minimum of reference crucial speed guidelines and will suggest upsizing tube diameter or wall thickness if the present develop is marginal. They may even recommend converting a long single-piece shaft to a two-piece with a carrier to raise the safe operating rpm margin.

U-joints come in various series with needle bearing counts and bearing cap diameters matched to the torque load. Off-brand joints with sloppy tolerances will end up costing more. For work trucks, I prefer premium joints with solid crosses and zerk fittings where useful, however sealed durable joints have their place in mud and grit if

upkeep compliance is bad. The shop must ask how your trucks are greased and at what intervals. If they never ever see a grease weapon, 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, changing it while the shaft is down conserves a return for a leakage. Excellent shops stock the typical Truck Parts that wear out the most: u-joints in the common 1310, 1330, 1350, 1410, 1480 series and their sturdy variations, 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, stretched, or incorrect-diameter U-bolts allow 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 need accurate torque and tidy threads to avoid spinning caps.

A store that uses Custom U Bolts can conserve a day or more when a truck is debilitated. 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 essential. 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 strike triple digits in foot-pounds, and re-torque after 100 to 500 miles is not optional. A proper store 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: finding the inflection point

Not every shaft deserves a complete rebuild. Sometimes a basic re-balance and fresh joints are enough. Other times a re-tube is smarter. The choice rests on a few truths: tube condition, yoke wear, service history, and cost versus downtime. If a tube has a crease, even shallow, I favor replacement. Creases concentrate stress and tend to break later. If yokes are egged or the bearing cap bores have extended, you will chase after cap spin no matter how tight you torque. Change the yokes in that 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 great deal of lost smoothness. You can feel the difference when the slip moves like it should. A store with a sensible stock can typically 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 wrongdoers 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 shop that guarantees the world without requesting for context makes me nervous. For a basic 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 practical. Completely custom develops, oddball flanges, or hard-to-source weld yokes can take three to 5 organization days. If a store describes this in advance, you can plan truck rotations.

I value stores that identify shafts with orientation arrows, u-joint series, and torque specs on the return. Simple instructions reduce install mistakes. 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 out a tech out with an angle finder to validate, or they will coach your mechanics through the measurements by phone. That level of communication lower misdiagnosis and conserves both sides a headache.

Field measurement done right

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

Use an excellent tape, get the truck on its weight, and if you can, load it the way it usually runs. Measure from the face of the transmission output seal to the centerline of the rear u-joint cap, or from flange face to flange face if your truck uses flange design connections. Take angles at each yoke so the shop can predict operating angles. On two-piece shafts, procedure from flange to carrier install and after that 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 choices. A little additional spline travel can conserve you from bottoming out when you struck a pothole while loaded.

The economics: what you must expect to spend

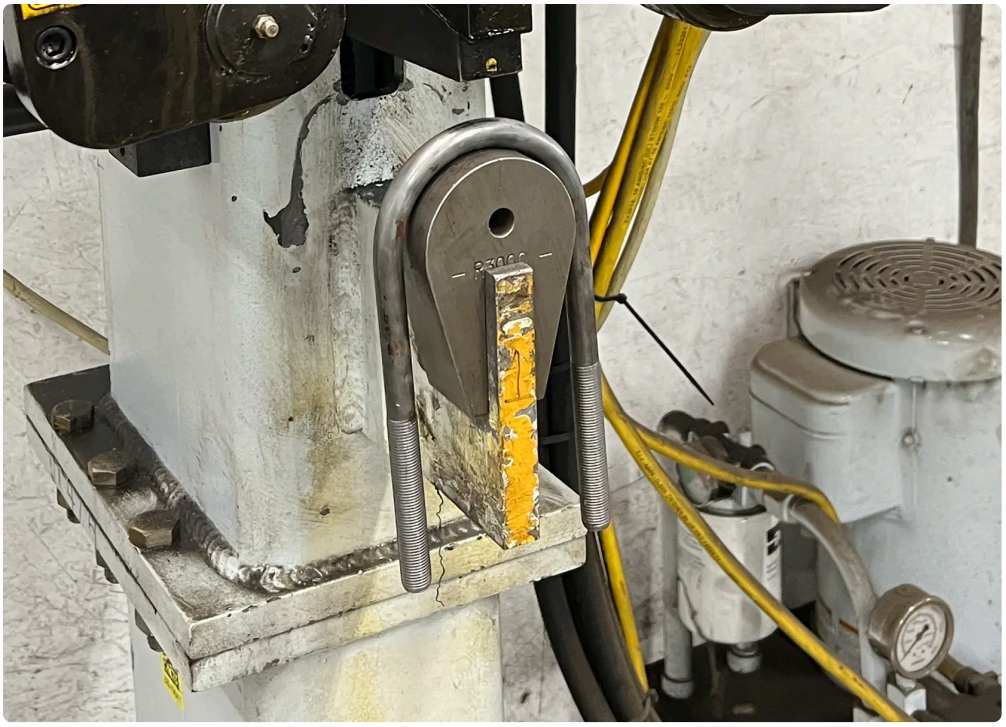
Numbers vary by area and supply, but basic ranges help preparation. A balance and u-joint replacement on a light-duty one-piece shaft may run a few hundred dollars, depending on joint quality. Re-tubing with new weld yokes and a fresh balance can extend into the mid hundreds. Include a carrier bearing and you will see a bit more labor and parts expense. On medium-duty equipment, bigger series joints and much heavier tube boost rates. Custom U Bolts are typically a modest line product, however they are vital when you require them same day. I avoid the least expensive parts bin. A stopped working bargain u-joint on a loaded truck in traffic is a bad trade.

Downtime costs more than parts most days. If a somewhat greater parts costs buys dependability and a service warranty you can enforce, it often pencils out. Some stores offer fleet pricing or prioritize business accounts. If you bring them consistent, clean measurements and install their work carefully, they will prioritize you when something urgent pops up.

Real-world examples that illustrate the choices

A community plow truck can be found in with a constant 50 mph vibration that did not alter with gear. Tires were new, and the axle had just recently been re-geared. The shop found the rear pinion angle at nearly 7 degrees nose down, likely from years of work and an additional spreader installed aft. They set it to about 2.5 degrees with wedges, re-balanced the rear shaft, and changed the carrier. The truck ran peaceful for the remainder of the season. Without the angle fix, they would have eaten through joints once again by February.

A cable television service container truck had repeated rear u-joint failures. Twice the shop replaced joints and re-balanced. The third time, they observed the yoke bores were slightly out of round. New yokes and a slip stub fixed it. Cheap joints became part of the earlier failures too. They changed to a premium 1480 series joint and saw no further 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 bigger tires. The angle at the rear joint increased, and a light shudder began on launch. The driveline shop recommended 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 actually solved it. When geometry matched the hardware, the shudder went away.

When to involve the shop before you modify

Suspension changes, PTO setups, longer wheelbases for utility bodies, and axle swaps all impact driveline habits. Before you dedicate to a new spring pack or a frame stretch, speak to the driveline store you trust. They can sketch out how your options impact angles and important speed. In some cases the solution is straightforward: upsize tube, divided the shaft, or plan for a different yoke. Other times a little modification in advance conserves you from chasing a chronic vibration later. If you are adding a hydraulic pump PTO that performs at a set rpm for hours, tell them that number so they can balance the shaft in that window.

The indications you have the right partner

Shops that do it ideal are predictable. They ask how the truck operates in real life, not just what it is. They balance with intent, procedure with care, and stock the Truck Parts that matter for your fleet. They develop Custom U Bolts without drama and hand you hardware that fits. Their billings and tags check out like a record you can use later, listing u-joint series, tube size, and any angle notes. And when something goes sideways, they address the phone and help you repair it rather than blame the truck or the driver.

Here is a short, practical checklist you can use when scouting a driveline purchase work trucks:



- Do they measure and document operating angles, not just balance the shaft?
- Can they discuss 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 produce Custom U Bolts to spec and offer appropriate torque guidance?
- Do they use practical turn-around times and interact parts lead times honestly?

Installation discipline in your own shop

Even the best driveline will not endure careless install work. Tidy the yoke tires. Utilize new straps or correctly torqued U-bolts. Do not hammer caps into location; use a press or vise to seat them squarely. Make certain 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 install, a fast roadway test on a known route at normal cruise speed verifies the repair. I ask drivers to keep in mind specific 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 so. I have actually seen brand name new spring packs shift slightly under first heavy loads and alter pinion angle by a degree or more. A fast re-check captures those early shifts before they produce a complaint.



Questions to ask before authorizing work

You do not require to be a driveline engineer to make great choices. A few targeted questions 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 how much travel is left?
- Can you balance at a specific 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 value of documented work

Shops that support their work offer clear, written warranties tied to parts and labor. They generally leave out abuse and contamination, which is fair. What makes the warranty useful is good documents. If they tape-recorded angles, joint series, and tube size, you both have a baseline. If a failure happens, it is easier to identify whether something changed in the truck or if a part simply failed prematurely. Fleets that keep those records together with vehicle upkeep 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 duty and which provider bearings survive grit and salt water. If a particular 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 trade-offs. Prevent mystery-brand joints and bearings unless downtime forces your hand. Conserving twenty dollars on a joint that fails in two months is not savings.

Final thoughts from the field

I have seen brand-new shafts pulled back for rework due to the fact that a truck left on unequal tire pressures vibrated hard enough to mask the real issue. I have actually seen completely well balanced assemblies rattle on launch due to the fact that a torn transmission mount allowed the output to swing. The driveline never lives alone. An excellent store knows where its boundaries are and when to suggest a suspension or mount inspection before they weld anything.

Choose partners who respect measurement, who construct cleanly, and who communicate plainly. Provide the details they need: realistic loads, typical speeds, and the peculiarities of your routes. Let them supply the right parts, from quality joints to Custom U Bolts that in fact fit. Your trucks will run quieter, your crews 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
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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 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, visit their website at https://andersonbrotherste.com/ or connect on social media via Facebook or Instagram

Visitors enjoying outdoor time at Alton Baker Park are only a short drive from expert Drivelines repair, Custom U Bolts services, and high-quality Truck Parts.