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 sneaking 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 good driveline store keeps your iron moving. The distinction between a capable store and a reckless one is the difference 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 start every cold early morning in January, you appreciate who touches your driveline.

This guide focuses on assessment, balance, Custom U Bolts, and repair choices with the realities of work trucks in mind. The information matter. Drivelines reside in a geometry issue that changes with every load, every suspension tweak, and every worn bushing. The right shop comprehends that and behaves accordingly.

What quality looks like in a driveline shop

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

Staff is the greatest tell. If the counter individual asks for running angles and wheelbase instead of simply a VIN, you are in great hands. If a tech strolls the truck with you, takes a look at axle wrap evidence on the springs, and notes a dented tube half-hidden by an exhaust heat shield, much better still. I rely on shops that can describe why a double cardan was chosen for a lifted service body F-350, and why a long single-piece may be the 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 support bearing can turn a basic service check out into a crossmember and floor repair if it releases at speed. Downtime costs quickly stack up: one day off a task for a pail truck or a dump can cost a number of thousand dollars in between lost billable hours and rescheduling. Spend a bit more in advance on a shop that checks properly, and you buy back quiet, safe miles and fewer roadside headaches.

Inspection that surpasses the bench

You can identify a fair bit before you ever pull the shaft. Initially, a roadway test tells the speed at which the vibration appears, which hints at whether it is first-order driveshaft speed, tire speed, or an engine harmonic. If the vibration can be found in constant at a particular mph throughout all gears, it typically points at the shaft. If it reoccurs with throttle input, take a look at pinion angle modifications and u-joint brinelling.

Under the truck, try to find 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 wet band around television a foot from the weld can hide a slight dent that changed wall density, which will toss balance off even if runout steps marginally within specification. A great shop will clean television, dial it up in V-blocks, and inspect total suggested runout along multiple points, not simply at the ends.

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

carries a crane body, the provider sees more whipping than the spec sheet anticipates. Replacing it preemptively while the shaft is down is often cheaper than duplicating labor later.

Measuring and documenting angles

Geometry ruins more driveshafts than bad parts. A solid shop files angles and sets a target based upon the truck's purpose. They will position 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 carrier bracket to the frame. The objective is typically 1 to 3 degrees of running angle at each joint with parallel or near-parallel output and pinion lines, remedying for engine install sag and rear suspension habits. A lifted work truck that still hauls heavy product typically needs a different strategy than a mall spider. More angle equals more speed variation in the joint, which requires to be canceled by an equivalent and opposite angle in other places. Miss this, and you will chase after phantom vibrations for weeks.

Shops that construct for fleets often fabricate easy adjustable shims or suggest 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 serious. In the back of a greatly loaded truck with a leaf spring pack, they may plan for loaded angles to be somewhat various than unloaded ones. That is sincere attention to utilize case, not a one-size answer.

Balance is not simply a machine reading

Dynamic balancing on a contemporary balancer is necessary, however it is not the entire game. A shaft can be completely stabilized at the wrong angle set or with a stiff slip that binds under torque, and the truck will still shake. Good stores inspect runout, phase, and spline fit before they spin the shaft. They mark all yokes and tube ends so reassembly lands in the very same clocking. If they re-tube, they line up yokes exactly in phase and verify weld integrity and straightness before balancing. When the balancing weights go on, they ought to use tack welds and final welds that do not get too hot and misshape the tube.

Balance specifications differ by service class. For light-duty trucks, you typically see tolerances on the order of a few gram-inches. For heavy shafts, the outright numbers are bigger, however the principle is the same: achieve

smooth operation throughout the typical operating rpm variety. A shop that asks your cruising speeds, PTO rpm, and whether the truck hangs out in low variety shows they comprehend the window they need to hit. Years ago, I enjoyed a balancer tech include two little weights 180 degrees apart to fine tune a shaft destined for a local drain jetter truck that sat at 2,400 shaft rpm for long periods. They evaluated it at that target rpm rather than simply at a standard low speed, which saved the city crew a great deal of cabin buzz.

Material choices, yokes, and functional components

Truck drivelines are not attractive, however the parts menu matters. Tubes can be found in several diameters and wall densities. A longer wheelbase service truck with a welder and crane perched aft requires adequate tightness to prevent critical speed concerns. A great shop will calculate or a minimum of reference crucial speed guidelines and will suggest upsizing tube size Anderson Brothers Truck & Equipment custom U bolts or wall density if the existing construct is minimal. They may even suggest converting a long single-piece shaft to a two-piece with a carrier to raise the safe operating rpm margin.

U-joints come in different series with needle bearing counts and bearing cap sizes matched to the torque load. Off-brand joints with careless tolerances will wind up costing more. For work trucks, I choose superior joints with solid crosses and zerk fittings where practical, however sealed durable joints have their place in mud and grit if maintenance compliance is poor. The store ought to ask how your trucks are greased and at what periods. If they never ever see a grease gun, sealed may last longer than neglected serviceables.

Carrier bearings, slip yokes, flange yokes, and splines all should have attention. Extreme play at the slip will simulate an out-of-balance shaft. Rusty or galled splines bind, which loads joints unpredictably. If a yoke is pitted at the seal surface, replacing it while the shaft is down saves a comeback for a leak. Excellent shops stock the common Truck Parts that break the most: u-joints in the common 1310, 1330, 1350, 1410, 1480 series and their durable variations, provider bearings for popular fleet chassis, and weld yokes and tube yokes that match OEM dimensions.

Custom U Bolts and appropriate clamping

Loose or misfit U-bolts ruin 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 enable the axle to walk on the spring pack, altering angles and inducing vibration. On top of that, yoke strap bolts and U-bolts at the pinion yoke demand accurate 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 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 specs. 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 highlight that and, if they are installing, 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 deserves a complete rebuild. Often a basic 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 expense versus downtime. If a tube has a crease, even shallow, I lean toward replacement. Creases focus stress and tend to split later on. If yokes are egged or the bearing cap bores have actually elongated, you will chase cap spin no matter how tight you torque. Change the yokes in that case, or keep a spare shaft prepared 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 distinction when the slip moves like it should. A shop with an affordable inventory can often turn a re-tube and new slip in a day. Complete custom or unusual flanges can extend that to a number of days while parts ship. I keep an extra shaft for the worst wrongdoers 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 assures the world without requesting for context makes me anxious. For a basic u-joint and balance on a one-piece shaft, exact same day is typically possible if you call ahead. For a two-piece with provider and yoke replacement, next day is realistic. Totally custom builds, oddball flanges, or hard-to-source weld yokes can take three to five organization days. If a shop discusses this in advance, you can plan truck rotations.

I value stores that label shafts with orientation arrows, u-joint series, and torque specifications on the return. Simple directions minimize install errors. Some write angle targets on the work order and hand you a copy. When there is a suspected angle problem on the truck, they might send 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 saves both sides a headache.

Field measurement done right

If you are ordering a custom shaft or changing wheelbase, the measurements you bring to the store drive the build. Getting it wrong by even half an inch can lead to insufficient spline engagement or bottoming the slip under compression. A determined, repeatable approach matters.

Use a good tape, get the truck on its weight, and if you can, load it the way it generally runs. Procedure from the face of the transmission output seal to the centerline of the rear u-joint cap, or from flange face to flange face if your truck utilizes flange style connections. Take angles at each yoke so the shop can forecast operating angles. On two-piece shafts, measure from flange to provider install and after that carrier to pinion. If your leaf springs are exhausted and arch changes under load, inform the store; they can factor that into slip length and angle options. A little additional spline travel can conserve you from bottoming out when you hit a hole while loaded.

The economics: what you ought to anticipate to spend

Numbers differ by area and supply, however general varieties assist planning. A balance and u-joint replacement on a light-duty one-piece shaft may run a few hundred dollars, depending on joint quality. Re-tubing with new weld yokes and a fresh balance can extend into the mid hundreds. Include a carrier bearing and you will see a bit more labor and parts expense. On medium-duty equipment, larger series joints and much heavier tube increase prices. Custom U Bolts are usually a modest line item, but they are important when you need them exact same day. I avoid the most affordable parts bin. A failed bargain u-joint on a loaded truck in traffic is a bad trade.

Downtime expenses more than parts most days. If a slightly greater parts expense purchases dependability and a guarantee you can implement, it typically pencils out. Some shops use fleet pricing or focus on commercial accounts. If you bring them constant, tidy measurements and install their work carefully, they will prioritize you when something immediate pops up.

Real-world examples that illustrate the choices

A municipal plow truck was available in with a steady 50 mph vibration that did not alter with equipment. Tires were new, and the axle had recently been re-geared. The shop discovered the rear pinion angle at nearly 7 degrees nose down, likely from years of work and an extra spreader mounted aft. They set it to about 2.5 degrees with wedges, re-balanced the rear shaft, and changed the provider. The truck ran peaceful for the rest of the season. Without the angle fix, they would have penetrated joints again by February.

A cable service pail truck had actually duplicated rear u-joint failures. Two times the shop replaced joints and re-balanced. The 3rd time, they noticed the yoke bores were somewhat out of round. New yokes and a slip stub solved it. Inexpensive joints belonged to the earlier failures too. They changed to a premium 1480 series joint and saw no more issues for more than a year and roughly 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 launch. 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 actually fixed it. When geometry matched the hardware, the shudder went away.

When to include the store before you modify

Suspension modifications, PTO setups, longer wheelbases for energy bodies, and axle swaps all affect driveline habits. Before you dedicate to a new spring pack or a frame stretch, talk with the driveline store you trust. They can sketch out how your options impact angles and crucial speed. In some cases the solution is simple: upsize tube, split the shaft, or prepare for a different yoke. Other times a small change in advance conserves you from going after a persistent vibration later on. 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 indications you have the best partner

Shops that do it right are foreseeable. They ask how the truck works 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 construct Custom U Bolts without drama and hand you hardware that fits. Their billings and tags check out like a record you can use later on, listing u-joint series, tube size, and any angle notes. And when something goes sideways, they address the phone and assist you repair it instead of blame the truck or the driver.

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

- Do they determine and record running angles, not just balance the shaft?
- Can they describe tube size and critical speed choices in plain language?
- Do they equip common u-joint series, provider bearings, and yokes for your service class?
- Will they make Custom U Bolts to spec and offer proper torque guidance?
- Do they use useful turnaround times and communicate parts lead times honestly?

Installation discipline in your own shop

Even the best driveline will not make it through careless set up work. Tidy the yoke bores. Use new straps or correctly torqued U-bolts. Do not hammer caps into location; use a press or vise to seat them directly. Ensure the slip stub is fully engaged to a safe depth, with appropriate travel left for suspension compression. If your store paints index marks, line them up. After set up, a fast road test on a recognized route at normal cruise speed

verifies the fix. I ask chauffeurs to keep in mind particular speeds that feel smooth or rough. Those information assist if you need to circle back.

Re-torque U-bolts holding axles to springs after the first hundred miles or two. I have seen brand name new spring packs shift slightly under very first heavy loads and alter pinion angle by a degree or more. A fast 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 decisions. A few targeted questions unlock clarity.

- What are my operating angles now, and what are you targeting?
- Will you re-tube or attempt to correct, and why?
- What u-joint series and brand are you installing?
- What is the slip engagement at ride height, and just 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 shop dodges or speaks in vague terms, keep moving.

Warranty and the value of recorded work

Shops that support their work offer clear, written service warranties tied to parts and labor. They generally omit abuse and contamination, which is reasonable. What makes the service warranty useful is great documentation. If they taped angles, joint series, and tube size, you both have a standard. If a failure takes place, it is much easier to identify whether something altered in the truck or if a part simply stopped working too soon. Fleets that keep those records alongside automobile 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 clever store diversifies sources without sacrificing quality. They understand which u-joint lines hold up under rake task and which provider bearings make it through 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 explain any trade-offs. Prevent mystery-brand joints and bearings unless downtime forces your hand. Saving twenty dollars on a joint that stops working in 2 months is not savings.

Final ideas from the field

I have seen new shafts drew back for rework due to the fact that a truck left on unequal tire pressures vibrated hard adequate to mask the real issue. I have actually seen completely balanced assemblies rattle on takeoff due to the fact that a torn transmission mount permitted the output to swing. The driveline never ever lives alone. A good shop understands where its limits are and when to suggest a suspension or mount inspection before they weld anything.

Choose partners who appreciate measurement, who develop easily, and who interact plainly. Give them the information they require: realistic loads, typical speeds, and the peculiarities of your paths. Let them provide the

ideal parts, from quality joints to Custom U Bolts that actually fit. Your trucks will run quieter, your crews will complain less, and your calendar will hold fewer unscheduled stops. That is the return on doing driveline work the right way.

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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 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

Families spending time at RiverPlay Discovery Village are close to local experts who provide Drivelines work, Custom U Bolts fabrication, and dependable Truck Parts.