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, productivity falls

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

This guide focuses on evaluation, balance, Custom U Bolts, and repair choices 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 store understands that and behaves accordingly.

What quality appears like in a driveline shop

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

Staff is the biggest tell. If the counter individual requests for running angles and wheelbase instead of simply a VIN, you remain in great hands. If a tech strolls the truck with you, takes a look at axle wrap proof on the springs, and keeps in mind a dinged up tube half-hidden by an exhaust heat shield, better still. I trust shops that can describe why a double cardan was picked for a raised service body F-350, and why a long single-piece may be the better path for a Class 6 box truck with a low trip 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 comfort concern. Vibration chews through u-joints and pinion seals, loosens up fasteners, and tiredness tubes. On multi-piece drivelines, a failing center assistance bearing can turn an easy service go to into a crossmember and floor repair if it lets go at speed. Downtime expenses quickly stack up: one day off a task for a pail truck or a dump can cost numerous thousand dollars between lost billable hours and rescheduling. Invest a bit more up front on a shop that inspects appropriately, and you redeem peaceful, safe miles and fewer roadside headaches.

Inspection that surpasses the bench

You can detect 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 consistent at a specific miles per hour across all equipments, it often points at the shaft. If it reoccurs with throttle input, look at pinion angle modifications and u-joint brinelling.

Under the truck, look for witness marks. Bright rings at the u-joint caps recommend spinning caps due to loose straps or improperly sized bearing caps. Rust dust at the cups is a free gift for dry joints. A moist band around the tube a foot from the weld can hide a slight dent that altered wall thickness, which will throw balance off even if runout steps marginally within specification. A good shop will clean up television, dial it up in V-blocks, and inspect overall indicated runout along several points, not simply at the ends.

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

brings a crane body, the carrier sees more beating than the spec sheet expects. Changing 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 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 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, fixing for engine install droop and rear suspension habits. A lifted work truck that still hauls heavy product often needs a various plan than a shopping center spider. More angle equals more speed variation in the joint, which requires to be canceled by an equal and opposite angle in other places. Miss this, and you will chase phantom vibrations for weeks.

Shops that build for fleets often fabricate basic adjustable shims or recommend pinion wedges to fulfill angle targets. You might hear them recommend a double cardan in the front of a four-wheel-drive chassis if the drop from transfer case to front differential is extreme. In the back of a heavily packed truck with a leaf spring pack, they may plan for loaded angles to be somewhat different than unloaded ones. That is sincere attention to utilize case, not a one-size answer.

Balance is not simply a device reading

Dynamic balancing on a modern-day balancer is vital, but it is not the whole 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 shops check runout, phase, 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 confirm weld stability and straightness before stabilizing. When the balancing weights go on, they should utilize tack welds and last welds that do not overheat and distort the tube.

Balance specs vary by service class. For light-duty trucks, you typically see tolerances on the order of a couple of gram-inches. For heavy shafts, the absolute numbers are bigger, however the concept is the very same: attain smooth operation throughout the common operating rpm variety. A shop that asks your cruising speeds, PTO rpm, and whether the truck spends time in low range shows they understand the window they need to hit. Years back, I enjoyed a balancer tech include 2 little weights 180 degrees apart to tweak a shaft destined for a municipal sewer jetter truck that sat at 2,400 shaft rpm for extended periods. They tested it at that target rpm instead of simply at a basic low speed, which conserved the city team a lot of cabin buzz.

Material options, yokes, and serviceable components

Truck drivelines are not attractive, but the parts menu matters. Tubes are available in a number of sizes and wall thicknesses. A longer wheelbase service truck with a welder and crane perched aft needs adequate stiffness to avoid important speed issues. A good shop will determine or a minimum of reference critical speed standards and will suggest upsizing tube diameter or wall density if the present construct is minimal. They may even advise converting a long single-piece shaft to a two-piece with a provider 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 sloppy tolerances will end up costing more. For work trucks, I prefer premium joints with solid crosses and zerk fittings where useful, but sealed durable joints have their location in mud and grit if maintenance compliance is poor. The store should ask how your trucks are greased and at what periods. If they never see a grease weapon, sealed may last longer than ignored serviceables.

Carrier bearings, slip yokes, flange yokes, and splines all deserve attention. Excessive play at truck parts andersonbrotherste.com 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 conserves a comeback for a leak. Great stores stock the typical Truck Parts that wear the most: u-joints in the typical 1310, 1330, 1350, 1410, 1480 series and their durable 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 destroy 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, changing angles and causing vibration. On top of that, yoke strap bolts and U-bolts at the pinion yoke need exact torque and tidy threads to avoid spinning caps.

A shop that offers Custom U Bolts can save a day or more when a truck is paralyzed. 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 vital. You must see them take measurements, confirm 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. A proper store will emphasize that and, if they are installing, will paint-mark nuts so you can see if anything withdraw during early use.

Repair or replace: finding the inflection point

Not every shaft deserves a full rebuild. Often an easy re-balance and fresh joints suffice. Other times a re-tube is smarter. The decision rests on a couple of truths: 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 split later. If yokes are egged or the bearing cap bores have actually lengthened, you will chase cap spin no matter how tight you torque. Change the yokes because case, or keep a spare 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 store with an affordable stock can often turn a re-tube and new slip in a day. Complete custom or unusual flanges can extend that to numerous days while parts ship. I keep an extra shaft for the worst wrongdoers in a fleet because pulling a spare from the rack beats waiting when a bearing explodes midweek.

Turnaround, logistics, and communication

Time is a resource. A store that promises the world without requesting context makes me nervous. For a basic u-joint and balance on a one-piece shaft, very same day is frequently possible if you call ahead. For a two-piece with provider and yoke replacement, next day is sensible. Completely custom builds, oddball flanges, or hard-to-source weld yokes can take 3 to five business days. If a store describes this in advance, you can plan truck rotations.

I appreciate shops that label shafts with orientation arrows, u-joint series, and torque specs on the return. Basic directions minimize install mistakes. Some compose angle targets on the work order and hand you a copy. When there is a presumed angle issue 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 lower misdiagnosis and saves both sides a headache.

Field measurement done right

If you are ordering a custom shaft or altering wheelbase, the measurements you give the store drive the build. Getting it wrong by even half an inch can result in inadequate spline engagement or bottoming the slip under compression. A measured, repeatable technique 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 uses flange style connections. Take angles at each yoke so the store can forecast running angles. On two-piece shafts, procedure from flange to provider install and after that provider to pinion. If your leaf springs are worn out and arch modifications under load, inform the shop; 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 need to expect to spend

Numbers vary by region and supply, but general varieties help 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. Add a carrier bearing and you will see a bit more labor and parts cost. On medium-duty equipment, larger series joints and much heavier tube boost costs. Custom U Bolts are generally a modest line item, but they are important when you need them same day. I prevent the most affordable parts bin. A stopped working deal u-joint on a packed truck in traffic is a bad trade.

Downtime expenses more than parts most days. If a slightly higher parts expense buys reliability and a service warranty you can impose, it typically pencils out. Some shops provide fleet prices or focus on industrial accounts. If you bring them consistent, tidy measurements and install their work carefully, they will prioritize you when something urgent pops up.

Real-world examples that illustrate the choices

A local rake truck can be found in with a stable 50 miles per hour vibration that did not alter with gear. Tires were new, and the axle had just recently been re-geared. The store found the rear pinion angle at almost 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 replaced the provider. The truck ran peaceful for the remainder of the season. Without the angle repair, they would have eaten through joints once again by February.

A cable television service pail truck had actually repeated rear u-joint failures. Twice the shop changed 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. Low-cost joints belonged to the earlier failures too. They changed to a premium 1480 series joint and saw no additional concerns 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 takeoff. The driveline shop suggested a double cardan at the transfer case and adjusted the rear pinion to aim more closely at the rear section of the shaft. Balance alone would not have actually fixed it. Once geometry matched the hardware, the shudder went away.

When to involve the shop before you modify

Suspension modifications, PTO installations, longer wheelbases for energy bodies, and axle swaps all affect driveline behavior. Before you commit to a new spring pack or a frame stretch, talk with the driveline shop you

trust. They can sketch out how your choices effect angles and important speed. Often the solution is straightforward: upsize tube, divided the shaft, or prepare for a various yoke. Other times a small modification in advance conserves you from going after 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 indicators you have the ideal partner

Shops that do it best are foreseeable. They ask how the truck operates in reality, not simply 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 invoices and tags read like a record you can use later, listing u-joint series, tube size, and any angle notes. And when something goes sideways, they answer the phone and help you repair it instead of blame the truck or the driver.

Here is a brief, useful checklist you can utilize when scouting a driveline shop for work trucks:

- Do they determine and record operating angles, not simply balance the shaft?
- Can they discuss tube size and vital speed choices in plain language?
- Do they equip common u-joint series, provider bearings, and yokes for your service class?
- Will they produce Custom U Bolts to spec and supply right torque guidance?
- Do they offer useful turnaround times and communicate 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 effectively torqued U-bolts. Do not hammer caps into location; use a press or vise to seat them directly. Ensure the slip stub is totally engaged to a safe depth, with adequate travel left for suspension compression. If your shop paints index marks, line them up. After install, a quick roadway test on a recognized route at typical cruise speed confirms the repair. I ask motorists to keep in mind specific 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 approximately. I have seen brand name new spring loads shift slightly under very first heavy loads and alter pinion angle by a degree or more. A quick re-check catches 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 good decisions. A few targeted questions unlock clarity.

- What are my operating angles now, and what are you targeting?
- Will you re-tube or try to correct, 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 need to be matter-of-fact. If a shop evades or speaks in unclear terms, keep moving.

Warranty and the value of recorded work

Shops that back up their work offer clear, written guarantees connected to parts and labor. They normally omit abuse and contamination, which is reasonable. What makes the warranty useful is good documents. If they taped angles, joint series, and tube size, you both have a baseline. If a failure takes place, it is much easier to determine whether something changed in the truck or if a part just failed too soon. Fleets that keep those records along with lorry upkeep logs discover warranty claims smoother and trust grows on both sides.

Sourcing, parts quality, and supply chain reality

Recent years have taught everybody that supply chains flex and break. A clever store diversifies sources without compromising quality. They know which u-joint lines hold up under plow responsibility and which carrier bearings survive grit and brine. 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 compromises. Avoid mystery-brand joints and bearings unless downtime forces your hand. Conserving twenty dollars on a joint that stops working in 2 months is not savings.

Final ideas from the field

I have actually seen new shafts drew back for rework since a truck left on unequal tire pressures vibrated hard enough to mask the real concern. I have actually seen completely balanced assemblies rattle on departure due to the fact that a torn transmission mount permitted the output to swing. The driveline never lives alone. A great shop knows where its limits are and when to recommend a suspension or mount assessment before they bonded anything.

Choose partners who respect measurement, who develop easily, and who interact plainly. Provide the information they require: sensible loads, normal speeds, and the quirks of your routes. Let them supply the right

parts, from quality joints to Custom U Bolts that actually 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 best 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 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

After shopping at Red Barn Natural Grocery, many truck owners plan service stops for Drivelines maintenance, Custom U Bolts production, and essential Truck Parts.