

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 mph, when a center carrier groans on launch, or a yoke slings grease and dust like confetti, performance falls off a cliff. A great

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



This guide concentrates on examination, balance, Custom U Bolts, and repair choices with the truths of work trucks in mind. The details matter. Drivelines live in a geometry problem that changes with every load, every suspension tweak, and every worn bushing. The right store comprehends that and acts accordingly.

What quality looks like in a driveline shop

The best driveline outfits are part machine shop, part diagnostic laboratory. They determine twice, file angles, and ask questions about how the truck really works. A decent store is tidy where it counts. Their balancers are clean and kept, their V-blocks hold true, and you can see old shafts tagged by consumer 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 typical service classes from light-duty half heaps to Class 7 and 8.

Staff is the biggest inform. If the counter individual asks for running angles and wheelbase instead of just a VIN, you remain in good hands. If a tech strolls the truck with you, takes a look at axle wrap proof on the springs, and notes a dinged up tube half-hidden by an exhaust heat guard, much better still. I trust stores 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 much better route for a Class 6 box truck with a low ride height and a long wheelbase. There are trade-offs, and they will say them out loud.

The stakes for work trucks

A buzzing driveline is more than a convenience issue. Vibration chews through u-joints and pinion seals, loosens fasteners, and fatigues tubes. On multi-piece drivelines, a failing center support bearing can turn a basic service go to into a crossmember and floor repair if it lets go at speed. Downtime expenses quickly accumulate: one day off a task for a bucket truck or a dump can [custom U bolts andersonbrotherste.com](http://customUboltsandersonbrotherste.com) cost several thousand dollars in between lost billable hours and rescheduling. Invest a bit more up front on a store that examines effectively, and you redeem peaceful, safe miles and less roadside headaches.

Inspection that surpasses the bench

You can detect a fair 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 consistent at a particular miles per hour across all gears, it typically points at the shaft. If it comes and goes with throttle input, look at pinion angle modifications and u-joint brinelling.

Under the truck, look for witness marks. Intense rings at the u-joint caps suggest spinning caps due to loose straps or improperly sized bearing caps. Rust dust at the cups is a free gift for dry joints. A wet band around television a foot from the weld can hide a minor damage that altered wall thickness, which will toss balance off even if runout procedures marginally within specification. An excellent shop will clean the tube, dial it up in V-blocks, and examine overall suggested runout along several points, not just 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 stores that pry the carrier carefully to mimic load, looking for excessive

movement 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 carrier sees more beating than the spec sheet expects. Replacing it preemptively while the shaft is down is typically less expensive than repeating labor later.

Measuring and recording angles

Geometry ruins more driveshafts than bad parts. A strong store files angles and sets a target based on the truck's function. They will position an inclinometer on the transmission output, the driveshaft tube, and the pinion yoke. On multi-piece shafts, they do the very same on both areas and reference the provider bracket to the frame. The objective is typically 1 to 3 degrees of operating angle at each joint with parallel or near-parallel output and pinion lines, correcting for engine mount droop and rear suspension behavior. A lifted work truck that still transports heavy material typically requires a different plan than a shopping mall crawler. More angle equates to more speed variation in the joint, which requires to be canceled by an equivalent and opposite angle elsewhere. Miss this, and you will chase after phantom vibrations for weeks.

Shops that develop for fleets typically produce easy adjustable shims or advise pinion wedges to satisfy 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 serious. In the back of a heavily packed truck with a leaf spring pack, they might prepare for packed angles to be a little various than unloaded ones. That is truthful attention to use case, not a one-size answer.

Balance is not just a device reading

Dynamic balancing on a modern balancer is essential, however it is not the entire game. A shaft can be perfectly balanced at the incorrect angle set or with a stiff slip that binds under torque, and the truck will still shake. Excellent 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 specifically in stage and validate weld integrity and straightness before stabilizing. When the balancing weights go on, they should use tack welds and last welds that do not get too hot and distort the tube.

Balance specifications differ by service class. For light-duty trucks, you frequently see tolerances on the order of a couple of gram-inches. For heavy shafts, the absolute numbers are bigger, however the concept 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 must strike. Years ago, I saw a balancer tech add 2 little weights 180 degrees apart to fine tune a shaft predestined for a local drain jetter truck that sat at 2,400 shaft rpm for extended periods. They tested it at that target rpm instead of simply at a standard low speed, which conserved the city crew a lot of cabin buzz.

Material options, yokes, and serviceable components

Truck drivelines are not attractive, however the parts menu matters. Tubes are available in several sizes and wall densities. A longer wheelbase service truck with a welder and crane perched aft needs sufficient tightness to prevent critical speed issues. An excellent store will calculate or at least reference crucial speed standards and will suggest upsizing tube size or wall thickness if the current develop is minimal. They may even suggest transforming a long single-piece shaft to a two-piece with a carrier to raise the safe operating rpm margin.

U-joints can be found in different series with needle bearing counts and bearing cap diameters matched to the torque load. Off-brand joints with sloppy tolerances will wind up costing more. For work trucks, I choose superior joints with strong crosses and zerk fittings where useful, but sealed sturdy joints have their location 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 see a grease weapon, sealed may outlast disregarded serviceables.

Carrier bearings, slip yokes, flange yokes, and splines all are worthy of attention. Extreme play at the slip will mimic an out-of-balance shaft. Rusty or galled splines bind, which loads joints unexpectedly. If a yoke is pitted at the seal surface area, changing it while the shaft is down saves a comeback for a leakage. Excellent stores stock the typical Truck Parts that break the most: u-joints in the common 1310, 1330, 1350, 1410, 1480 series and their heavy-duty variants, carrier 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 mess up new work. Axle U-bolts hold leaf packs to the axle and indirectly control pinion angle under load. Worn, stretched, or incorrect-diameter U-bolts permit the axle to walk on the spring pack, altering angles and causing vibration. On top of that, yoke strap bolts and U-bolts at the pinion yoke need precise torque and clean threads to avoid spinning caps.

A store that provides 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 necessary. 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. A proper store will emphasize that and, if they are installing, will paint-mark nuts so you can see if anything backs off during early use.

Repair or change: finding the inflection point

Not every shaft deserves a full rebuild. In some cases a simple re-balance and fresh joints are enough. Other times a re-tube is smarter. The decision sits 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 stress and tend to crack 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. Change the yokes in that case, or keep an extra shaft prepared to go.

On older fleet trucks that see salt, changing 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 store with a sensible inventory can frequently turn a re-tube and new slip in a day. Complete custom or unusual flanges can stretch that to several days while parts ship. I keep an extra shaft for the worst transgressors in a fleet because pulling a spare from the rack beats waiting when a bearing takes off midweek.

Turnaround, logistics, and communication

Time is a resource. A shop that assures the world without requesting context makes me nervous. For a basic u-joint and balance on a one-piece shaft, same day is typically possible if you call ahead. For a two-piece with carrier and yoke replacement, next day is practical. Totally custom builds, oddball flanges, or hard-to-source weld yokes can take 3 to 5 organization days. If a store discusses this in advance, you can prepare truck rotations.



I value shops that label shafts with orientation arrows, u-joint series, and torque specifications on the return. Easy guidelines reduce set up errors. Some compose angle targets on the work order and hand you a copy. When there is a believed angle issue on the truck, they may 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 conserves both sides a headache.

Field measurement done right

If you are buying a custom shaft or changing wheelbase, the measurements you give the shop drive the build. Getting it incorrect by even half an inch can cause inadequate spline engagement or bottoming the slip under compression. A determined, repeatable method matters.

Use an excellent tape, get the truck on its weight, and if you can, load it the way it generally runs. Step 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 store can anticipate running angles. On two-piece shafts, step from flange to carrier mount and after that carrier to pinion. If your leaf springs are exhausted and arch modifications under load, tell the shop; they can factor that into slip length and angle choices. A little extra spline travel can save you from bottoming out when you hit a pit while loaded.

The economics: what you ought to expect to spend

Numbers differ by region and supply, but general ranges assist planning. A balance and u-joint replacement on a light-duty one-piece shaft may run a couple of hundred dollars, depending upon joint quality. Re-tubing with new weld yokes and a fresh balance can extend into the mid hundreds. Add a carrier bearing and you will see a bit more labor and parts cost. On medium-duty equipment, bigger series joints and heavier tube boost costs. Custom U Bolts are typically a modest line product, but they are critical when you need them same day. I prevent the most affordable parts bin. A stopped working deal u-joint on a crammed truck in traffic is a bad trade.

Downtime expenses more than parts most days. If a somewhat higher parts bill purchases dependability and a service warranty you can impose, it frequently pencils out. Some shops use fleet prices or focus on industrial accounts. If you bring them consistent, tidy 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-gear. The shop found the rear pinion angle at almost 7 degrees nose down, likely from years of work and an additional spreader mounted aft. They set it to about 2.5 degrees with wedges, re-balanced the rear shaft, and replaced the provider. The truck ran peaceful for the rest of the season. Without the angle repair, they would have penetrated joints once again by February.

A cable television service pail truck had actually repeated rear u-joint failures. Two times the store changed joints and re-balanced. The 3rd time, they saw the yoke bores were somewhat out of round. New yokes and a slip stub solved it. Low-cost joints became part of the earlier failures too. They changed to a premium 1480 series joint and saw no more issues for more than a year and approximately 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 store recommended a double cardan at the transfer case and adjusted the rear pinion to aim more carefully at the rear section of the shaft. Balance alone would not have solved it. As soon as geometry matched the hardware, the shudder went away.

When to include the shop before you modify

Suspension modifications, PTO installations, longer wheelbases for utility bodies, and axle swaps all affect driveline behavior. Before you dedicate to a new spring pack or a frame stretch, speak with the driveline shop you trust. They can sketch out how your options impact angles and vital speed. Sometimes the service is uncomplicated: upsize tube, divided the shaft, or plan for a various yoke. Other times a little change in advance saves you from chasing after a persistent vibration later. If you are including a hydraulic pump PTO that runs at a set rpm for hours, tell them that number so they can balance the shaft in that window.

The indications you have the ideal partner

Shops that do it best are predictable. They ask how the truck works in reality, 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 invoices and tags read like a record you can utilize later on, noting u-joint series, tube size, and any angle notes. And when something goes sideways, they respond to the phone and help you repair it instead of blame the truck or the driver.

Here is a short, practical checklist you can utilize when hunting a driveline purchase work trucks:

- Do they determine and document running angles, not just balance the shaft?
- Can they describe tube size and vital speed choices in plain language?
- Do they stock common u-joint series, carrier bearings, and yokes for your service class?
- Will they fabricate Custom U Bolts to spec and offer appropriate torque guidance?
- Do they offer useful turn-around times and interact parts lead times honestly?

Installation discipline in your own shop

Even the best driveline will not survive careless set up work. Clean the yoke bores. Use new straps or effectively torqued U-bolts. Do not hammer caps into location; utilize a press or vise to seat them directly. Make sure the slip stub is completely engaged to a safe depth, with appropriate travel left for suspension compression. If your shop paints index marks, line them up. After install, a fast road test on a recognized path at common cruise speed confirms the fix. I ask chauffeurs to keep in mind particular speeds that feel smooth or rough. Those details assist if you require to circle back.

Re-torque U-bolts holding axles to springs after the very first hundred miles approximately. I have seen brand name new spring loads shift a little 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 good decisions. A couple of 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 just how much travel is left?
- Can you balance at a specific rpm that matches my cruise or PTO speed?

The responses ought to be matter-of-fact. If a store dodges or speaks in vague terms, keep moving.

Warranty and the value of recorded work

Shops that support their work deal clear, written guarantees tied to parts and labor. They usually leave out abuse and contamination, which is fair. What makes the service warranty helpful is great documents. If they recorded angles, joint series, and tube size, you both have a standard. If a failure takes place, it is simpler to figure out whether something altered in the truck or if a part just failed too soon. Fleets that keep those records together with automobile upkeep logs find warranty claims smoother and trust grows on both sides.

Sourcing, parts quality, and supply chain reality

Recent years have taught everyone that supply chains flex and break. A clever shop diversifies sources without compromising quality. They understand which u-joint lines hold up under rake duty and which provider bearings make it through 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 discuss 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 actually seen new shafts drew back for rework since a truck left on unequal tire pressures vibrated hard adequate to mask the real concern. I have seen completely well balanced assemblies rattle on takeoff due to the fact that a torn transmission install permitted the output to swing. The driveline never lives alone. A great shop understands where its limits are and when to suggest a suspension or install assessment before they weld anything.

Choose partners who respect measurement, who build easily, and who communicate clearly. Provide the info they need: reasonable loads, normal speeds, and the peculiarities of your routes. Let them supply the best parts, from quality joints to Custom U Bolts that actually fit. Your trucks will run quieter, your teams will complain less, and your calendar will hold fewer unscheduled stops. That is the return on doing driveline work the ideal way.

Anderson Brothers Truck & Equipment is located in Eugene, Oregon

Anderson Brothers Truck & Equipment was founded in 1949

Anderson Brothers Truck & Equipment serves commercial truck owners

Anderson Brothers Truck & Equipment serves fleet operators

Anderson Brothers Truck & Equipment provides heavy-duty truck parts

Anderson Brothers Truck & Equipment provides truck equipment repair services

Anderson Brothers Truck & Equipment specializes in driveline fabrication

Anderson Brothers Truck & Equipment performs driveline repair

Anderson Brothers Truck & Equipment offers custom U-bolt bending

Anderson Brothers Truck & Equipment manufactures custom U-bolts

Anderson Brothers Truck & Equipment sells new truck parts

Anderson Brothers Truck & Equipment sells used truck parts

Anderson Brothers Truck & Equipment maintains heavy-duty trucks

Anderson Brothers Truck & Equipment repairs truck transmissions

Anderson Brothers Truck & Equipment repairs truck differentials

Anderson Brothers Truck & Equipment supports the trucking industry

Anderson Brothers Truck & Equipment operates in Lane County, Oregon

Anderson Brothers Truck & Equipment provides parts delivery services

Anderson Brothers Truck & Equipment supplies components for heavy equipment

Anderson Brothers Truck & Equipment serves customers in Eugene and Springfield, Oregon

Anderson Brothers Truck & Equipment has a phone number of (541) 688-8686

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Anderson Brothers Truck & Equipment has Google Maps listing <https://maps.app.goo.gl/ta67Qi9fc5DCZZzp7>

Anderson Brothers Truck & Equipment has Facebook page <https://www.facebook.com/andersonbrotherseugene>

Anderson Brothers Truck & Equipment has an Instagram page <https://www.instagram.com/andersonbrotherste/>

Anderson Brothers Truck & Equipment won Top Driveline and Truck Part Company 2025

Anderson Brothers Truck & Equipment earned Best Customer Service Award 2024

Anderson Brothers Truck & Equipment was awarded Best Custom U Bolts 2025

People Also Ask about Anderson Brothers Truck & Equipment

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

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

Where is Anderson Brothers Truck & Equipment located?

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

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

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

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

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

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

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

What driveline services does Anderson Brothers Truck & Equipment provide?

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

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

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

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

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

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

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

Who owns Anderson Brothers Truck & Equipment?

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

Where is Anderson Brothers Truck & Equipment located?

The Anderson Brothers Truck & Equipment is conveniently located at 2640 State Hwy 99 N #1, Eugene, OR 97402. You can easily find directions on [Google Maps](#) or call at (541) 688-8686 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:5416888686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

Fans attending events at [Autzen Stadium](#) can find nearby professionals offering Drivelines services, Custom U Bolts manufacturing, and heavy-duty Truck Parts.