Business Name: Anderson Brothers Truck & Equipment
Address: 2640 State Hwy 99 N #1, Eugene, OR 97402
Phone: (541) 688-8686

Anderson Brothers Truck & Equipment

Anderson Brothers Truck & Equipment is a long-established truck parts and repair company located in Eugene, Oregon. Founded in 1949, the business has served the region for more than 70 years, building a reputation as a reliable source for heavy-duty truck parts, custom fabrication, and equipment repair. The company works with commercial vehicle owners, fleets, and equipment operators who need dependable parts and services to keep their trucks operating safely and efficiently.

A core focus of Anderson Brothers is providing specialized services for heavy-duty trucks and equipment. Their shop offers custom driveline fabrication and repair, helping customers build, rebuild, or balance drivelines for a wide range of applications. They also specialize in custom U-bolt bending and fabrication, producing precisely sized components for trucks and other heavy equipment. In addition, the company sells both new and used truck parts, stocking a large inventory and offering local delivery in the Eugene and Springfield areas.

Beyond parts sales, Anderson Brothers provides repair and maintenance services for truck components such as transmissions, differentials, and related systems. Their experienced team focuses on delivering practical, cost-effective solutions that help keep trucks and equipment running reliably. With decades of experience and a commitment to local service, Anderson Brothers Truck & Equipment continues to support the trucking and transportation industries throughout Eugene and surrounding communities.

View on Google Maps
2640 State Hwy 99 N #1, Eugene, OR 97402

Business Hours

- Monday: 7:30 AM–6 PM
- Tuesday: 7:30 AM–6 PM
- Wednesday: 7:30 AM–6 PM
- Thursday: 7:30 AM–6 PM
- Friday: 7:30 AM–6 PM
- Saturday: 8 AM–2 PM
- Sunday: Closed

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Work trucks make their keep under load, not on stands. When vibration starts creeping in at 45 to 55 miles per hour, when a center provider groans on launch, or a yoke slings grease and dust like confetti, productivity falls off

a cliff. A good driveline shop keeps your iron moving. The distinction in between a capable 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 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 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 acts accordingly.

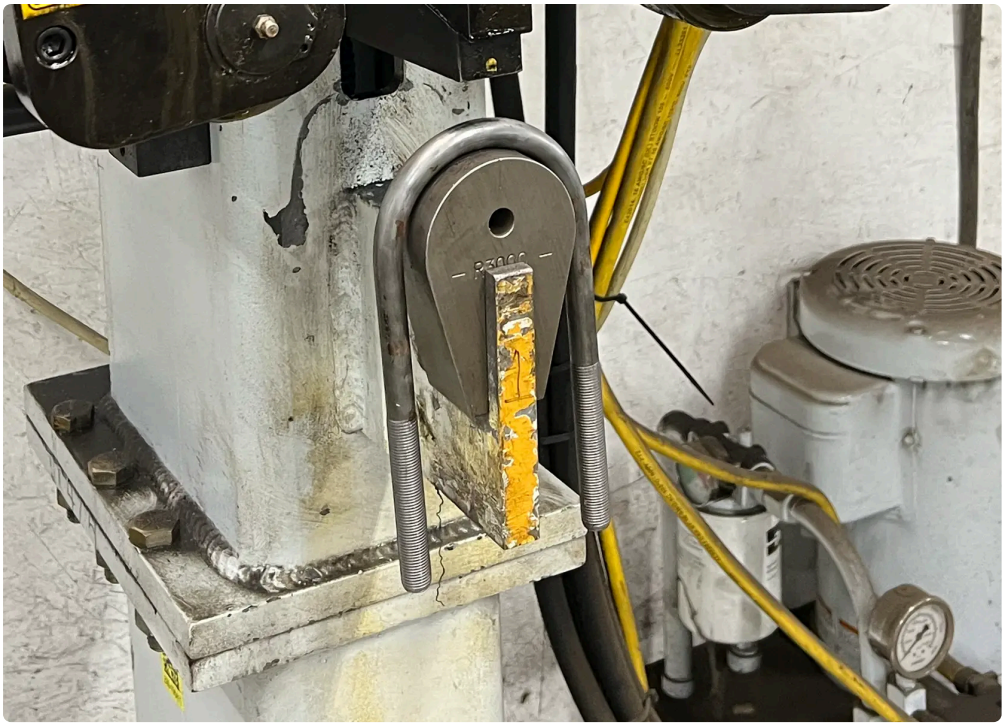
What quality looks like in a driveline shop

The best driveline outfits are part machine shop, part diagnostic lab. They measure two times, file angles, and ask questions about how the truck really works. A respectable shop is neat where it counts. Their balancers are tidy and maintained, their V-blocks are 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 typical service classes from light-duty half loads 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 remain in great hands. If a tech strolls the truck with you, takes a look at axle wrap proof on the springs, and notes a dented tube half-hidden by an exhaust heat guard, much better still. I rely on shops that can discuss why a double cardan was picked for a raised service body F-350, and why a long single-piece may be the much better path for a Class 6 box truck with a low ride height and a long wheelbase. There are trade-offs, and they will state them out loud.

The stakes for work trucks

A buzzing driveline is more than a comfort concern. Vibration chews through u-joints and pinion seals, loosens fasteners, and tiredness tubes. On multi-piece drivelines, a failing center support bearing can turn an easy service go to into a crossmember and floor repair if it lets go at speed. Downtime costs quickly accumulate: one day off a job for a pail truck or a dump can cost numerous thousand dollars in between lost billable hours and rescheduling. Spend a bit more in advance on a shop that examines appropriately, and you redeem quiet, safe miles and less roadside headaches.



Inspection that surpasses the bench

You can detect a fair bit before you ever pull the shaft. First, a roadway 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 stable at a specific mph throughout all equipments, it frequently points at the shaft. If it comes and goes with throttle input, take a look at pinion angle modifications and u-joint brinelling.

Under the truck, 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 moist band around television a foot from the weld can hide a small dent that altered wall density, which will throw balance off even if runout steps partially within specification. An excellent store will clean the tube, call it up in V-blocks, and examine total indicated runout along multiple points, not just 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 shops that pry the carrier gently to imitate load, looking for extreme motion or rubber tearing. The bearing itself need 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. Replacing it preemptively while the shaft is down is typically less expensive than duplicating labor later.

Measuring and documenting 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 exact same on both areas and reference the provider bracket to the frame. The goal is typically 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 carries heavy product typically requires a various plan than a shopping mall spider. More angle equates to 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 phantom vibrations for weeks.

Shops that develop for fleets often produce easy 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 greatly crammed truck with a leaf spring pack, they may prepare for packed angles to be slightly different than unloaded ones. That is honest attention to use case, not a one-size answer.

Balance is not simply a device reading

Dynamic balancing on a modern balancer is vital, however it is not the entire game. A shaft can be perfectly stabilized at the wrong angle set or with a stiff slip that binds under torque, and the truck will still shake. Good shops examine 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 phase and validate weld integrity and straightness before balancing. When the balancing weights go on, they ought to utilize tack welds and last welds that do not get too hot and misshape the tube.

Balance specifications differ 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, but the principle is the very same: attain smooth operation throughout the common operating rpm range. A shop that asks your cruising speeds, PTO rpm, and whether the truck hangs out in low variety shows they understand the window they should strike. Years ago, I enjoyed a balancer tech include 2 small weights 180 degrees apart to fine tune a shaft destined for a municipal sewage system jetter truck that sat at 2,400 shaft rpm for long periods. They tested it at that target rpm instead of simply at a basic low speed, which saved the city team a lot of cabin buzz.

Material choices, yokes, and functional components

Truck drivelines are not attractive, but the parts menu matters. Tubes come in a number of sizes and wall thicknesses. A longer wheelbase service truck with a welder and crane perched aft needs sufficient tightness to avoid critical speed problems. A great shop will determine or at least recommendation critical speed standards and will recommend upsizing tube diameter or wall thickness if the existing construct is limited. They might even advise transforming 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 diameters matched to the torque load. Off-brand joints with careless tolerances will end up costing more. For work trucks, I prefer exceptional joints with strong crosses and zerk fittings where useful, but sealed sturdy joints have their location in mud and grit if upkeep compliance is poor. The store must ask how your trucks are greased and at what intervals. If they never see a grease weapon, sealed might outlast overlooked serviceables.

Carrier bearings, slip yokes, flange yokes, and splines all deserve 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, changing it while the shaft is down conserves a resurgence for a leak. Good 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. Worn, extended, or incorrect-diameter U-bolts allow 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 accurate torque and tidy threads to prevent spinning caps.

A store that uses Custom U Bolts can save a day or more when a truck is debilitated. 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 important. You ought to see them take measurements, confirm leg length and inside width, and inquire about torque specs. 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 shop will emphasize that and, if they are setting up, will paint-mark nuts so you can see if anything backs off throughout early use.

Repair or change: discovering the inflection point

Not every shaft deserves a complete rebuild. Sometimes a simple re-balance and fresh joints suffice. Other times a re-tube is smarter. The decision sits on a couple of realities: tube condition, yoke wear, service history, and cost versus downtime. If a tube has a crease, even shallow, I favor replacement. Creases focus tension and tend to crack later. If yokes are egged or the bearing cap bores have lengthened, you will go after cap spin no matter how tight you torque. Change the yokes in that case, or keep a spare shaft all set 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 shop with a reasonable stock can typically turn a re-tube and new slip in a day. Full custom or unusual flanges can stretch that to several days while parts ship. I keep a spare shaft for the worst offenders in a fleet since pulling an extra 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 standard u-joint and balance on a one-piece shaft, same day is often possible if you call ahead. For a two-piece with provider and yoke replacement, next day is practical. Totally custom develops, oddball flanges, or hard-to-source weld yokes can take 3 to 5 service days. If a store discusses this in advance, you can prepare truck rotations.

I appreciate shops that identify shafts with orientation arrows, u-joint series, and torque specs on the return. Simple guidelines decrease set up mistakes. Some compose angle targets on the work order and hand you a copy. When there is a believed angle issue on the truck, they might send a tech out with an angle finder to verify, or they will coach your mechanics through the measurements by phone. That level of communication reduce misdiagnosis and conserves both sides a headache.

Field measurement done right

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

Use a good tape, get the truck on its weight, and if you can, load it the method 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 store can anticipate running angles. On two-piece shafts, measure from flange to provider install and then carrier to pinion. If your leaf springs are tired and arch changes 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 struck a pit while loaded.

The economics: what you need to expect to spend

Numbers vary by region and supply, but general ranges assist preparation. A balance and u-joint replacement on a light-duty one-piece shaft might run a couple of hundred dollars, depending on joint quality. Re-tubing with new weld yokes and a fresh balance can extend into the mid hundreds. Include a provider bearing and you will see a bit more labor and parts expense. On medium-duty equipment, bigger series joints and heavier tube boost costs. Custom U Bolts are typically a modest line item, however they are vital when you require them very same day. I avoid the most affordable parts bin. A failed bargain u-joint on a loaded truck in traffic is a poor trade.

Downtime costs more than parts most days. If a somewhat higher parts bill purchases dependability and a guarantee you can enforce, it often pencils out. Some stores use fleet rates or focus on industrial accounts. If you bring them consistent, clean measurements and install their work carefully, they will prioritize you when something immediate pops up.

Real-world examples that illustrate the choices

A local rake truck came in with a consistent 50 mph vibration that did not alter with equipment. Tires were new, and the axle had actually recently been re-geared. The store discovered the rear pinion angle at nearly 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 quiet for the remainder of the season. Without the angle fix, they would have penetrated joints once again by February.

A cable service pail truck had actually duplicated rear u-joint failures. Twice the shop changed joints and re-balanced. The 3rd time, they observed the yoke bores were a little out of round. New yokes and a slip stub resolved it. Cheap 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 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 started on departure. The driveline store suggested 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. When geometry matched the hardware, the shudder went away.

When to involve the store before you modify

Suspension changes, PTO setups, longer wheelbases for energy bodies, and axle swaps all affect driveline behavior. Before you devote to a new spring pack or a frame stretch, speak with the driveline store you trust. They can sketch out how your choices effect angles and crucial speed. Sometimes the service is simple: upsize tube, split the shaft, or prepare for a different yoke. Other times a little modification in advance saves you from going after a chronic vibration later. If you are including a hydraulic pump PTO that performs at a set rpm for hours, inform them that number so they can balance the shaft because window.

The telltale signs you have the right partner

Shops that do it best are predictable. They ask how the truck operates in reality, not just what it is. They balance with intent, step with care, and stock the Truck Parts that matter for your fleet. They build 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, 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 rather than blame the truck or the driver.

Here is a brief, useful list you can utilize when searching a driveline buy work trucks:

- Do they measure and document operating angles, not simply balance the shaft?
- Can they explain tube size and important speed options 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 provide correct torque guidance?
- Do they use useful turnaround times and interact parts lead times honestly?

Installation discipline in your own shop

Even the very best driveline will not make it through sloppy install work. Clean the yoke bores. Use new straps or properly torqued U-bolts. Do not hammer caps into location; utilize a press or vise to seat them squarely. Ensure the slip stub is totally engaged to a safe depth, with appropriate travel left for suspension compression. If your shop paints index marks, line them up. After set up, a quick road test on a known route at common cruise speed

validates the fix. I ask chauffeurs to keep in mind particular speeds that feel smooth or rough. Those details help if you require to circle back.

Re-torque U-bolts holding axles to springs after the very first hundred miles approximately. I have actually seen brand new spring packs shift a little under first heavy loads and alter pinion angle by a degree or more. A quick re-check captures those early shifts before they produce a complaint.

Questions to ask before licensing work

You do not need to be a driveline engineer to make good choices. A few targeted concerns 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 are you installing?
- What is the slip engagement at trip height, and just how much travel is left?
- Can you balance at a particular rpm that matches my cruise or PTO speed?

The answers need to be matter-of-fact. If a shop dodges or speaks in vague terms, keep moving.

Warranty and the worth of documented work

Shops that back up their work offer clear, written warranties connected andersonbrotherste.com drivelines to parts and labor. They generally omit abuse and contamination, which is reasonable. What makes the warranty beneficial is great paperwork. If they recorded angles, joint series, and tube size, you both have a standard. If a failure occurs, it is easier to identify whether something changed in the truck or if a part just stopped working prematurely. Fleets that keep those records alongside vehicle maintenance logs find guarantee 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 wise store diversifies sources without compromising quality. They understand which u-joint lines hold up under plow task and which provider bearings make it through grit and brine. If a specific 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 describe any compromises. Avoid mystery-brand joints and bearings unless downtime forces your hand. Saving twenty dollars on a joint that fails in two months is not savings.

Final ideas from the field

I have seen new shafts drew back for rework because a truck left on unequal tire pressures vibrated hard enough to mask the real issue. I have actually seen completely balanced assemblies rattle on departure since a torn transmission mount enabled the output to swing. The driveline never lives alone. A great shop knows where its boundaries are and when to suggest a suspension or install evaluation before they bonded anything.

Choose partners who appreciate measurement, who construct cleanly, and who interact plainly. Provide the information they need: reasonable loads, common speeds, and the quirks of your paths. Let them supply the best parts, from quality joints to Custom U Bolts that really fit. Your trucks will run quieter, your teams will grumble less, and your calendar will hold less 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
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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

Those enjoying a drink at Ninkasi Brewing Company are not far from specialists who provide Drivelines repair, Custom U Bolts fabrication, and dependable Truck Parts.