**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, productivity falls off a cliff. A great driveline shop keeps your iron moving. The difference in between a capable store and a negligent one is the distinction 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 has to start every cold morning in January, you appreciate who touches your driveline.

This guide concentrates on inspection, balance, Custom U Bolts, and repair decisions with the truths 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 store comprehends that and behaves accordingly.

## What quality appears like in a driveline shop

The finest driveline outfits are part factory, part diagnostic lab. They determine two times, file angles, and ask concerns 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 common service classes from light-duty half loads to Class 7 and 8.

Staff is the greatest tell. If the counter person requests running angles and wheelbase instead of just a VIN, you are in good hands. If a tech walks the truck with you, takes a look at axle wrap evidence on the springs, and keeps in mind a dented tube half-hidden by an exhaust heat guard, better still. I rely on shops that can explain why a double cardan was picked for a raised service body F-350, and why a long single-piece might be the much better route for a Class 6 box truck with a low trip height and a long wheelbase. There are compromises, and they will say them out loud.

# The stakes for work trucks

A buzzing driveline is more than a convenience concern. Vibration chews through u-joints and pinion seals, loosens fasteners, and fatigues tubes. On multi-piece drivelines, a stopping working center assistance bearing can turn a basic service visit into a crossmember and floor repair if it releases at speed. Downtime costs rapidly stack up: one day off a job for a pail truck or a dump can cost numerous thousand dollars between lost billable hours and rescheduling. Invest a bit more in advance on a store that checks effectively, and you redeem peaceful, safe miles and less roadside headaches.

# Inspection that goes beyond the bench

You can identify a fair bit before you ever pull the shaft. First, a road 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 is available in consistent at a particular mph throughout all equipments, it typically 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, search 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 wet band around television a foot from the weld can hide a small damage that altered wall thickness, which will toss balance off even if runout steps partially within spec. An excellent shop will clean the tube, dial it up in V-blocks, and examine total indicated runout along multiple points, not simply at the ends.

On two-piece drivelines, a center provider bearing complicates the photo. The rubber isolator can look fine at rest, yet collapse under torque. I like stores that pry the carrier carefully to mimic load, looking for excessive 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 beating than the spec sheet prepares for. Replacing it preemptively while the shaft is down is frequently more affordable than duplicating labor later.

# Measuring and recording angles

Geometry ruins more driveshafts than bad parts. A solid shop files angles and sets a target based upon 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 same on both areas and reference the provider bracket to the frame. The goal is normally 1 to 3 degrees of running angle at each joint with parallel or near-parallel output and pinion lines, fixing for engine mount droop and rear suspension habits. A raised work truck that still hauls heavy material often needs a various plan than a mall crawler. More angle equals more speed variation in the joint, which needs to be canceled by an equal and opposite angle in other places. Miss this, and you will chase after phantom vibrations for weeks.

Shops that construct for fleets frequently fabricate basic adjustable shims or advise pinion wedges to meet angle targets. You may hear them suggest a double cardan in the front of a four-wheel-drive chassis if the drop from transfer case to front differential is extreme. In the rear of a greatly loaded truck with a leaf spring pack, they may plan for crammed angles to be a little various than unloaded ones. That is honest attention to utilize case, not a one-size answer.

# Balance is not just a maker reading

Dynamic balancing on a modern balancer is necessary, but it is not the entire video 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 stores check runout, stage, and spline fit before they spin the shaft. They mark all yokes and tube ends so reassembly lands in the very same clocking. If they re-tube, they line up yokes exactly in stage and confirm weld stability and straightness before stabilizing. When the balancing weights go on, they must use tack welds and final welds that do not overheat and misshape 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 outright numbers are larger, but the principle is the same: attain smooth operation across the common operating rpm variety. A shop that asks your travelling speeds, PTO rpm, and whether the truck hangs around in low variety shows they comprehend the window they should hit. Years ago, I enjoyed a balancer tech add 2 small weights 180 degrees apart to tweak a shaft destined for a municipal drain jetter truck that sat at 2,400 shaft rpm for long periods. They evaluated 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 functional components

Truck drivelines are not attractive, but the parts menu matters. Tubes can be found in numerous diameters and wall densities. A longer wheelbase service truck with a welder and crane perched aft requires adequate tightness to prevent important speed concerns. A good store will determine or a minimum of recommendation critical speed standards and will suggest upsizing tube diameter or wall thickness if the existing build is limited. They may even suggest 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 various 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 choose superior joints with solid crosses and zerk **drivelines** fittings where practical, however sealed heavy-duty joints have their location in mud and grit if upkeep compliance is poor. The shop must 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 should have 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 comeback for a leak. Good shops stock the typical Truck Parts that wear 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 correct clamping

Loose or misfit U-bolts mess up new work. Axle U-bolts hold leaf packs to the axle and indirectly control pinion angle under load. Worn, stretched, 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 exact torque and clean threads to avoid spinning caps.

A store that uses Custom U Bolts can conserve 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 necessary. You should see them take measurements, verify leg length and inside width, and ask 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. An appropriate shop will stress that and, **drivelines** if they are setting up, will paint-mark nuts so you can see if anything backs off during early use.

## Repair or replace: discovering the inflection point

Not every shaft deserves a full rebuild. Often an easy re-balance and fresh joints are enough. Other times a re-tube is smarter. The choice rests on a couple of realities: 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 break later on. If yokes are egged or the bearing cap bores have actually extended, you will go after cap spin no matter how tight you torque. Replace 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 great deal of lost smoothness. You can feel the difference when the slip moves like it should. A store with a reasonable stock 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 a spare shaft for the worst offenders in a fleet since pulling a spare from the rack beats waiting when a bearing takes off midweek.

## Turnaround, logistics, and communication

Time is a resource. A store that assures the world without requesting context makes me nervous. 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 reasonable. Totally custom builds, oddball flanges, or hard-to-source weld yokes can take three to five company days. If a store describes this up front, you can prepare truck rotations.

I appreciate shops that identify shafts with orientation arrows, u-joint series, and torque specs on the return. Easy instructions decrease install mistakes. Some write angle targets on the work order and hand you a copy. When there is a believed angle problem on the truck, they might send a tech out with an angle finder to validate, 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 altering wheelbase, the measurements you bring to the store drive the develop. Getting it incorrect by even half an inch can result in inadequate spline engagement or bottoming the slip under compression. A determined, repeatable technique matters.

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

## The economics: what you need to anticipate to spend

Numbers differ by region and supply, however general varieties assist planning. 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 rates. Custom U Bolts are typically a modest line item, however they are important when you need them same day. I prevent the cheapest parts bin. A failed deal u-joint on a loaded truck in traffic is a bad trade.

Downtime costs more than parts most days. If a somewhat greater parts expense purchases reliability and a service warranty you can implement, it often pencils out. Some shops offer fleet rates or focus on industrial accounts. If you bring them constant, 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 consistent 50 mph vibration that did not alter with equipment. Tires were new, and the axle had actually recently been re-geared. The shop found 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 replaced the carrier. The truck ran quiet for the rest of the season. Without the angle repair, they would have eaten through joints once again by February.

A cable service container truck had repeated rear u-joint failures. Two times the shop replaced joints and re-balanced. The 3rd time, they saw the yoke bores were slightly out of round. New yokes and a slip stub solved it. Low-cost joints were part of the earlier failures too. They switched to a premium 1480 series joint and saw no further issues for more than a year and approximately 25,000 miles of stop-and-go service.

A landscaper lifted a three-quarter-ton pickup and transformed to bigger tires. The angle at the rear joint increased, and a light shudder began on takeoff. The driveline shop recommended a double cardan at the transfer case and changed the rear pinion to aim more closely at the rear area of the shaft. Balance alone would not have fixed it. As soon as geometry matched the hardware, the shudder went away.

## When to involve the store before you modify

Suspension changes, PTO installations, longer wheelbases for energy bodies, and axle swaps all impact driveline behavior. Before you devote to a new spring pack or a frame stretch, speak to the driveline store you trust. They can sketch out how your options effect angles and critical speed. Sometimes the option is uncomplicated: upsize tube, split the shaft, or prepare for a different yoke. Other times a small change up front conserves you from going 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 because window.

## The indications you have the ideal partner

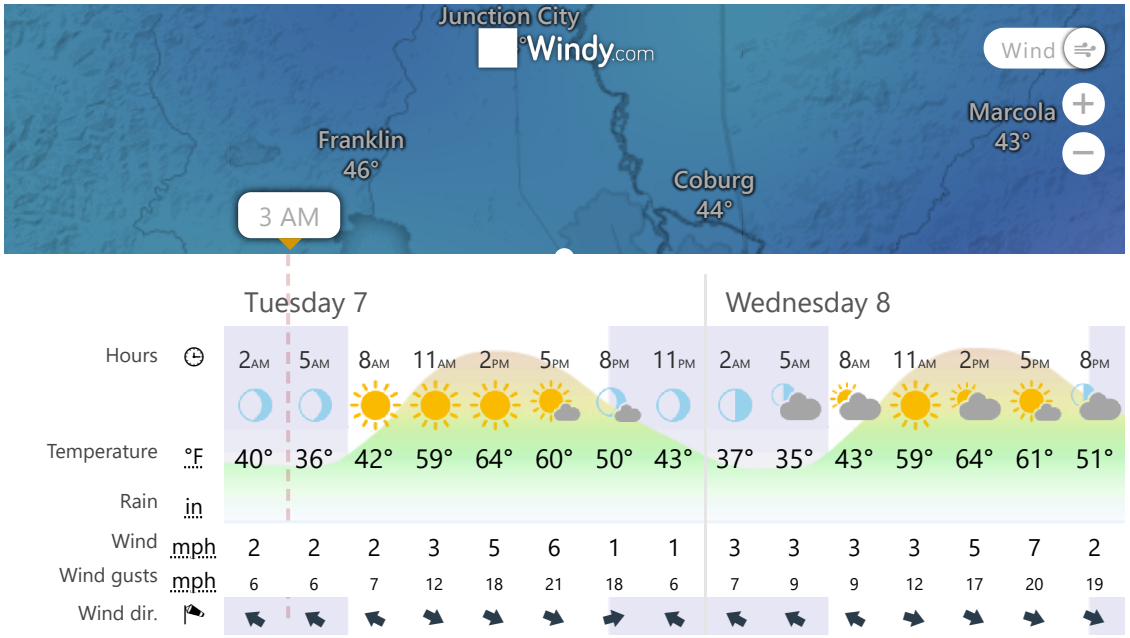
Shops that do it best are predictable. They ask how the truck operates in real life, not just what it is. They balance with intent, step with care, and stock the Truck Parts that matter for your fleet. They construct Custom U Bolts without drama and hand you hardware that fits. Their billings and tags check out like a record you can utilize later on, noting u-joint series, tube size, and any angle notes. And when something goes sideways, they address the phone and assist you fix it instead of blame the truck or the driver.

Here is a brief, practical checklist you can utilize when scouting a driveline buy work trucks:

- Do they measure and document running angles, not just balance the shaft?
- Can they discuss tube size and important speed options in plain language?
- Do they equip typical u-joint series, provider bearings, and yokes for your service class?
- Will they fabricate Custom U Bolts to spec and provide 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 make it through sloppy set up work. Clean the yoke bores. Utilize new straps or properly torqued U-bolts. Do not hammer caps into place; use a press or vise to seat them squarely. Ensure the slip stub is totally engaged to a safe depth, with sufficient travel left for suspension compression. If your store paints index marks, line them up. After set up, a fast roadway test on a known path at normal cruise speed confirms the fix. I ask chauffeurs to note 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 actually seen brand new spring packs shift somewhat under first heavy loads and change pinion angle by a degree or more. A quick re-check captures those early shifts before they produce a complaint.

## Questions to ask before authorizing work

You do not need to be a driveline engineer to make good choices. A couple of targeted questions unlock clarity.

- What are my operating angles now, and what are you targeting?
- Will you re-tube or try to align, and why?
- What u-joint series and brand are you installing?
- What is the slip engagement at trip height, and just how much travel is left?
- Can you balance at a specific rpm that matches my cruise or PTO speed?

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

## Warranty and the worth of recorded work

Shops that back up their work deal clear, written service warranties connected to parts and labor. They usually omit abuse and contamination, which is fair. What makes the warranty useful is good documents. If they tape-recorded angles, joint series, and tube size, you both have a baseline. If a failure takes place, it is simpler to figure out whether something altered in the truck or if a part simply stopped working prematurely. Fleets that keep those records alongside vehicle upkeep logs discover 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 smart shop diversifies sources without sacrificing quality. They understand which u-joint lines hold up under rake task and which carrier bearings survive grit and salt water. If a specific 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 compromises. Avoid mystery-brand joints and bearings unless downtime forces your hand. Conserving twenty bucks on a joint that fails in 2 months is not savings.

## Final ideas from the field

I have actually seen brand-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 concern. I have seen perfectly balanced assemblies rattle on launch because a

torn transmission install enabled the output to swing. The driveline never ever lives alone. A good store knows where its borders are and when to suggest a suspension or mount inspection before they bonded anything.

Choose partners who appreciate measurement, who construct easily, and who interact clearly. Give them the details they require: practical loads, normal speeds, and the peculiarities of your paths. Let them provide the ideal parts, from quality joints to Custom U Bolts that in fact fit. Your trucks will run quieter, your crews will complain less, and your calendar will hold less unscheduled stops. That is the return on doing driveline work the best 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 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

After shopping at Valley River Center, commercial truck operators often stop nearby for professional Drivelines service, Custom U Bolts, and essential Truck Parts.