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

Follow Us:
- Facebook: https://www.facebook.com/andersonbrotherseugene
- Instagram: https://www.instagram.com/andersonbrotherste/

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 carrier groans on launch, or a yoke slings grease and dust like confetti, performance falls off a cliff. An excellent driveline store keeps your iron moving. The difference in between a capable store 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 has to start every cold early morning in January, you appreciate who touches your driveline.

This guide concentrates on evaluation, 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 comprehends that and acts accordingly.

What quality appears like in a driveline shop

The finest driveline attires are part factory, part diagnostic lab. They determine two times, file angles, and ask questions about how the truck really works. A reputable shop is tidy where it counts. Their balancers are clean and kept, their V-blocks hold 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 typical service classes from light-duty half loads to Class 7 and 8.

Staff is the greatest inform. If the counter individual requests for running angles and wheelbase rather than just a VIN, you are in great hands. If a tech walks the truck with you, looks at axle wrap proof on the springs, and notes a dented tube half-hidden by an exhaust heat shield, much better still. I trust stores that can describe why a double cardan was selected for a lifted service body F-350, and why a long single-piece might be the much 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 convenience problem. Vibration chews through u-joints and pinion seals, loosens fasteners, and tiredness tubes. On multi-piece drivelines, a stopping working center assistance bearing can turn an easy service go to into a crossmember and flooring repair if it lets go at speed. Downtime expenses quickly accumulate: one day off a job for a bucket truck or a dump can cost numerous thousand dollars in between lost billable hours and rescheduling. Spend a bit more up front on a shop that checks effectively, and you buy back peaceful, safe miles and less roadside headaches.

Inspection that goes beyond the bench

You can detect a fair bit before you ever pull the shaft. First, a road test tells the speed at which the vibration appears, which means whether it is first-order driveshaft speed, tire speed, or an engine harmonic. If the vibration is available in constant at a specific miles per hour throughout all equipments, it often points at the shaft. If it reoccurs with throttle input, take a look at pinion angle changes and u-joint brinelling.

Under the truck, look for witness marks. Brilliant 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 small damage that altered wall density, which will throw balance off even if runout measures marginally within spec. A good shop will clean television, call it up in V-blocks, and inspect overall suggested runout along numerous points, not just at the ends.

On two-piece drivelines, a center provider bearing makes complex the picture. The rubber isolator can look fine at rest, yet collapse under torque. I like stores that pry the carrier carefully to replicate load, checking for excessive motion or rubber tearing. The bearing itself ought to spin without gritty feel. If you have a truck that tows heavy or carries a crane body, the provider sees more whipping than the spec sheet 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 documents 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 sections and reference the provider 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 mount sag and rear suspension behavior. A lifted work truck that still carries heavy product typically requires a various plan than a shopping mall crawler. More angle equals more speed variation in the joint, which requires to be canceled by an equal and opposite angle elsewhere. Miss this, and you will go after phantom vibrations for weeks.

Shops that build for fleets often make easy adjustable shims or recommend pinion wedges to meet angle targets. You might 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 back of a heavily loaded truck with a leaf spring pack, they might plan for loaded angles to be a little various than unloaded ones. That is sincere attention to utilize case, not a one-size answer.

Balance is not just a maker reading

Dynamic balancing on a modern balancer is essential, however it is not the whole game. A shaft can be perfectly balanced at the wrong angle set or with a stiff slip that binds under torque, and the truck will still shake. Excellent shops examine runout, stage, and spline fit before they spin the shaft. They mark all yokes and tube ends so reassembly lands in the same clocking. If they re-tube, they align yokes precisely in phase and validate weld integrity and straightness before balancing. When the balancing weights go on, they must use tack welds and last welds that do not overheat and distort the tube.

Balance specifications differ by service class. For light-duty trucks, you often see tolerances on the order of a couple of gram-inches. For heavy shafts, the absolute numbers are bigger, however the concept is the exact same: attain smooth operation throughout the typical operating rpm variety. A store that asks your cruising speeds, PTO rpm, and whether the truck hangs around in low range reveals they understand the window they should strike. Years earlier, I enjoyed a balancer tech add 2 little weights 180 degrees apart to tweak a shaft predestined for a municipal sewage system jetter truck that sat at 2,400 shaft rpm for long periods. They checked it at that target rpm rather than simply at a basic low speed, which conserved the city team a great deal of cabin buzz.

Material options, yokes, and functional components

Truck drivelines are not attractive, however the parts menu matters. Tubes can be found in numerous sizes and wall thicknesses. A longer wheelbase service truck with a welder and crane perched aft needs sufficient tightness to avoid important speed concerns. A good shop will determine or at least referral crucial speed guidelines and will recommend upsizing tube size or wall density if the present build is minimal. They might even advise transforming a long single-piece shaft to a two-piece with a provider to raise the safe operating rpm margin.

U-joints come in different series with needle bearing counts and bearing cap sizes matched to the torque load. Off-brand joints with careless tolerances will end up costing more. For work trucks, I prefer exceptional joints with solid crosses and zerk fittings where useful, but sealed heavy-duty joints have their place in mud and grit if upkeep compliance is poor. The shop ought to ask how your trucks are greased and at what intervals. If they never see a truck parts grease weapon, sealed might outlast disregarded serviceables.

Carrier bearings, slip yokes, flange yokes, and splines all are worthy of attention. Excessive play at the slip will mimic an out-of-balance shaft. Rusty or galled splines bind, which loads joints unpredictably. If a yoke is pitted at the seal surface area, changing it while the shaft is down conserves a return for a leak. Good stores stock the typical Truck Parts that wear out the most: u-joints in the common 1310, 1330, 1350, 1410, 1480 series and their sturdy versions, 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 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, altering angles and inducing 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 easily, and match bend radii to the spring perch. If you have non-standard spring packs or an aftermarket axle swap, this service is vital. You must see them take measurements, verify 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 correct shop 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 replace: finding the inflection point

Not every shaft is worthy of a full rebuild. In some cases a basic re-balance and fresh joints are enough. Other times a re-tube is smarter. The choice sits on a couple of truths: tube condition, yoke wear, service history, and cost versus downtime. If a tube has a crease, even shallow, I lean toward replacement. Creases focus stress and tend to break later on. If yokes are egged or the bearing cap bores have extended, you will chase after cap spin no matter how tight you torque. Change the yokes because case, or keep a spare 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 distinction when the slip moves like it should. A store with a reasonable inventory can typically turn a re-tube and new slip in a day. Full custom or unusual flanges can stretch that to numerous days while parts ship. I keep a spare shaft for the worst transgressors in a fleet due to the fact that pulling a spare from the rack beats waiting when a bearing explodes midweek.

Turnaround, logistics, and communication

Time is a resource. A store that guarantees the world without requesting context makes me worried. For a standard u-joint and balance on a one-piece shaft, exact same day is frequently 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 organization days. If a shop discusses this up front, you can plan truck rotations.

I appreciate stores that identify shafts with orientation arrows, u-joint series, and torque specifications on the return. Simple guidelines reduce set up mistakes. Some compose angle targets on the work order and hand you a copy. When there is a suspected angle problem on the truck, they might send a tech out with an angle finder to verify, or they will

coach your mechanics through the measurements by phone. That level of communication reduce misdiagnosis and saves both sides a headache.

Field measurement done right

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

Use a great tape, get the truck on its weight, and if you can, load it the way it normally 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 store can anticipate running angles. On two-piece shafts, step from flange to provider mount and after that carrier to pinion. If your leaf springs are exhausted and arch changes under load, inform 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 hole while loaded.

The economics: what you ought to expect to spend

Numbers vary by area and supply, but basic 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 carrier bearing and you will see a bit more labor and parts cost. On medium-duty equipment, bigger series joints and much heavier tube boost rates. Custom U Bolts are normally a modest line product, however they are critical when you need them exact same day. I prevent the least expensive parts bin. A stopped working deal u-joint on a loaded truck in traffic is a bad trade.

Downtime expenses more than parts most days. If a slightly higher parts costs purchases dependability and a warranty you can enforce, it often pencils out. Some stores use fleet rates or focus on commercial accounts. If you bring them constant, tidy measurements and install their work thoroughly, they will prioritize you when something immediate pops up.

Real-world examples that highlight the choices

A municipal plow truck can be found in with a steady 50 miles per hour vibration that did not alter with gear. Tires were new, and the axle had just recently been re-geared. The shop discovered 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 changed 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 bucket truck had actually duplicated rear u-joint failures. Two times the store replaced joints and re-balanced. The third time, they discovered the yoke bores were somewhat 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 concerns for more than a year and approximately 25,000 miles of stop-and-go service.

A landscaper raised a three-quarter-ton pickup and converted to larger tires. The angle at the rear joint increased, and a light shudder started on takeoff. The driveline shop advised a double cardan at the transfer case and adjusted the rear pinion to intend more closely at the rear area of the shaft. Balance alone would not have fixed it. When geometry matched the hardware, the shudder went away.

When to include the store before you modify

Suspension modifications, PTO setups, longer wheelbases for energy bodies, and axle swaps all affect driveline behavior. Before you dedicate to a new spring pack or a frame stretch, speak to the driveline shop you trust. They can sketch out how your choices effect angles and important speed. In some cases the service is simple: upsize tube, divided the shaft, or plan for a various yoke. Other times a small modification up front conserves you from chasing 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 indications you have the best partner

Shops that do it ideal are predictable. They ask how the truck works in reality, not just what it is. They balance with intent, measure with care, and stock the Truck Parts that matter for your fleet. They develop Custom U Bolts without drama and hand you hardware that fits. Their billings and tags read like a record you can use later on, listing u-joint series, tube size, and any angle notes. And when something goes sideways, they respond to the phone and assist you repair it rather than blame the truck or the driver.

Here is a short, practical list you can use when searching a driveline buy work trucks:

- Do they determine and record running angles, not just balance the shaft?
- Can they describe tube size and critical speed options in plain language?
- Do they stock typical u-joint series, provider bearings, and yokes for your service class?
- Will they produce Custom U Bolts to spec and supply proper torque guidance?
- Do they provide useful turn-around 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. Use new straps or properly torqued U-bolts. Do not hammer caps into location; use a press or vise to seat them directly. Make sure the slip stub is completely engaged to a safe depth, with sufficient travel left for suspension compression. If your store paints index marks, line them up. After install, a quick roadway test on a recognized path at common cruise speed confirms the fix. I ask chauffeurs to note specific speeds that feel smooth or rough. Those information help if you require to circle back.

Re-torque U-bolts holding axles to springs after the very first hundred miles or two. I have seen brand new spring packs shift slightly 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 licensing work

You do not need to be a driveline engineer to make great choices. A few targeted concerns unlock clarity.

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

Warranty and the worth of recorded work

Shops that stand behind their work offer clear, written service warranties connected to parts and labor. They normally leave out abuse and contamination, which is fair. What makes the guarantee 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 easier to determine whether something altered in the truck or if a part just stopped working too soon. Fleets that keep those records alongside automobile maintenance logs find warranty claims smoother and trust grows on both sides.

Sourcing, parts quality, and supply chain reality

Recent years have actually taught everybody that supply chains flex and break. A smart store diversifies sources without sacrificing quality. They understand which u-joint lines hold up under rake duty and which provider bearings endure grit and salt water. 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 describe any compromises. Avoid mystery-brand joints and bearings unless downtime forces your hand. Saving 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 since a truck left on unequal tire pressures vibrated hard enough to mask the genuine problem. I have seen completely well balanced assemblies rattle on departure because a torn transmission install permitted the output to swing. The driveline never ever lives alone. A good shop knows where its borders are and when to recommend a suspension or install inspection before they weld anything.

Choose partners who appreciate measurement, who build easily, and who interact plainly. Give them the details they require: practical loads, normal speeds, and the quirks of your paths. Let them supply the right parts, from quality joints to Custom U Bolts that really 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 right 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
Anderson Brothers Truck & Equipment has an address of 2640 State Hwy 99 N #1, Eugene, OR 97402
Anderson Brothers Truck & Equipment has a website https://andersonbrotherste.com/
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, visit their website at https://andersonbrotherste.com/ or connect on social media via Facebook or Instagram

After visiting Skinner Butte Park, truck owners and fleet managers nearby often rely on trusted Drivelines service, Custom U Bolts fabrication, and dependable Truck Parts to keep their vehicles running smoothly.