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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Downtime consumes spending plans. A fleet manager seldom loses sleep over a single universal joint, but the day a truck vibrates at 55 miles per hour, cooks a carrier bearing, and takes out the rear seal, you feel it two

times: as soon as in roadside cost and again when a consumer calls about a missed out on shipment. Healthy drivelines do not simply keep a truck moving, they safeguard transmissions, differentials, and mounts from abuse. Choosing the right purchase custom fabrication, repair, and balance work is less about rate on paper and more about consistency, traceability, and a professional who can describe why a tube left of balance after the last suspension change.

Over twenty years of fielding vibration complaints, I have learned that good driveline work looks almost dull. Joints fit as they should, yokes seat square, balance weights are little and where you expect them, and the shop sends you home with notes worth keeping. When you are assessing suppliers for a fleet, you desire that very same quiet proficiency, backed by process, stock of critical Truck Parts, and a sensible turn-around time that holds up during peak season.

Where driveline tasks go sideways

Most failures do not start with a bad part. They begin with an assumption. Somebody presumes television is still straight due to the fact that the truck did not strike anything. Or that a 2-piece shaft can be stabilized in halves without inspecting assembled runout. Or that the phasing marks did not matter when reassembling after transmission service. The truck entrusts to a subtle vibration that grows as bushings settle and angles change under load. A month later on, you are changing the carrier again.

An excellent shop obstructs those failure courses with measurement. They put the shaft on a V-block or balancer and in fact read overall showed runout. They check weld concentricity, joint fit, running angles, and phasing. It sounds basic, however you would marvel how many places toss a u-joint in on the bench, grease it, and call it a day.

Fabrication quality starts with the best questions

Custom fabrication becomes necessary when wheelbase modifications, PTO equipment modifies shaft length, or the OE part is stopped. A strong shop asks about your usage case, not just length. Torque loads change with gearing and tire size. Ride height impacts angles. Off-road task modifications tube density targets. If the supplier jumps directly to rate without clarifying specs, keep interviewing.

On medium and heavy trucks, typical tube sizes run in the 3 to 5 inch OD variety, with wall thickness from about 0.083 to 0.188 inch depending upon horsepower and use. There is no single proper choice, however there are wrong ones. A tube that is too light goes out of round under torque and resists balance. A tube that is too heavy can push the shaft's important speed below normal cruise RPM and leave you chasing after a vibration you can not balance out.

A seasoned fabricator will talk through crucial speed, which depends on tube diameter, wall thickness, length, and end constraints. If you shorten a shaft, that threshold increases. If you extend for an extended wheelbase, it drops. I have seen long box vans with high gearing choice up a consistent 62 mph shake after a wheelbase modification. The fix was not sticking more weight on the shaft. It was increasing a tube size and rebushing the provider to control motion.

Balancing that holds over time

Static balance on a bench has its place for small elements. Drivelines need dynamic balance, and not simply when. The balance takes if three things are true: the tube is straight, welds are concentric, and the yolks are square to television. Shops that survive on return work purchase a difficult bearing balancer sized for heavy

shafts, with cones and arbors that fit your series. They work to tight tolerances. For lots of heavy truck applications, an excellent dynamic balance tolerance lands in a range you can feel with your hands on the balancer stand, not full-on bench dance. If a store states they constantly struck no, be wary. There is no zero in the real life, there are appropriate varieties and repeatable setups.

Ask how they determine runout after welding. A basic dial indication check near each yoke can save you hours on the roadway later on. Even a few thousandths of an inch of TIR near the weld can stack up to awful deflection at cruising speed. One fleet I worked with cut its driveline comeback rate in half by requiring the store to record TIR at four positions on each shaft and decline anything over their spec.

Balance is also not just about the shaft in seclusion. Two-piece drivelines should be assembled and stabilized as an unit whenever possible. Stabilizing halves separately just works if you know the slip yoke is indexed and the carrier bearing position is fixed. In practice, store time is minimized day one and wasted on day 10 when the chauffeur reports a new boom between 45 and 50 miles per hour after a differential swap.

Alignment, phasing, and angles beat guesswork

You can build the most beautiful shaft in the county, then destroy it with bad geometry. Universal joints want running angles in the very same airplane and within a narrow variety. Fleet experience states 1 to 3 degrees of operating angle is a healthy target for highway trucks, with input and output angles carefully matched to cancel speed changes. Less than half a degree can trigger brinelling from lack of motion. More than about 5 degrees on a stable highway runner can welcome heat and brief joint life.

Phasing matters the moment you present slip areas, two-piece shafts, or multi-axle PTOs. If the yokes at either end of a shaft are not in stage, the driveline develops shake that you can not balance away. Good shops scribe clear phasing marks and include reassembly notes. Better stores send out a photo or diagram with the task ticket so your tech can verify alignment when a transmission comes out six months later.

Watch provider bearing height after suspension modifications. Air trip trucks can sit greater or lower than spec under load if ride height valves are misadjusted, swinging the rear joint angle. If a truck has a relentless shudder leaving a stop, measure pinion angle at both crammed and unloaded trip heights before you tear into the shaft once again. In some cases you repair a driveline by changing a bushing.

Weld integrity and concentricity

Look at the welds. A tidy, even bead with very little spatter, consistent heat tint, and no undercut signals managed procedure. MIG prevails for tube to yoke because it is repeatable and strong. TIG can make sense on thin wall work or products that need more heat control. The weld itself is not the entire story, though. Concentricity, the relationship in between the tube centerline and the weld yoke bore, rules vibration. I have actually rejected stunning welds that were off center by the thickness of a matchbook. You feel that at speed.

Shops that component every weld, clock the yokes, and validate bore-to-tube alignment will brag about their jigs. They likewise mark yokes for clocking so you are not counting on an eyeballed ninety degrees. That routine appears later as smoother running and longer u-joint life.

Materials, series, and reasonable part choices

Not every truck should get the most significant joint you can purchase. Oversizing adds weight, inertia, and in some cases product packaging headaches. Under most highway conditions, choosing the right series for torque and joint angle is what keeps you out of difficulty. Common heavy truck families, from 1710 up into the heavy series, cover the majority of roadway tractors and employment trucks. If the store can not tell you why they spec a dive in series, keep asking up until they tie it to torque load, PTO duty, or a tested weak link you have actually seen break.

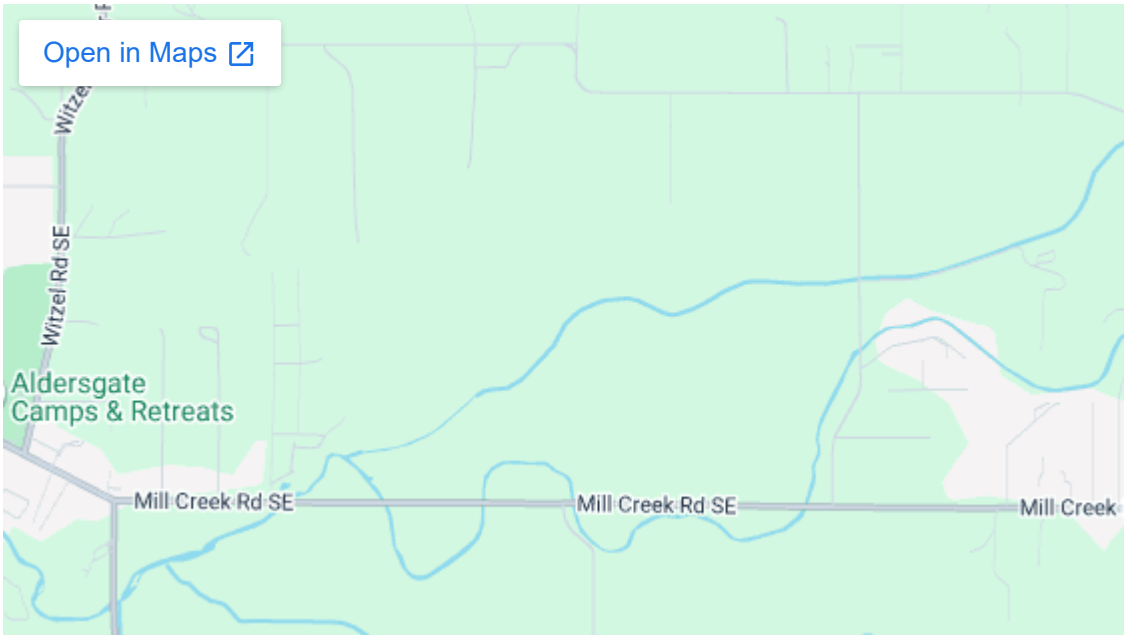
Greaseable versus sealed joints turns up frequently. Sealed joints decrease upkeep but can be less forgiving of contamination or angle abuse. In fleets that can stay with a grease schedule, a premium greaseable u-joint with appropriate seals is frequently the longest-lived option. Consist of the environment. Dispose trucks and mixers see more grit than linehaul. What survives on an asphalt runner might die quick on a quarry road.

Yokes, straps, and bolt hardware matter more than the majority of people believe. Throwing old strap bolts back in can cost you a driveshaft. Straps extend. Bolt threads gall. Torque values are not recommendations, and they vary by series. If you do not have a specification, your supplier should. If they hand you parts without torque assistance, ask for it, or find someone who will.

Custom U Bolts and the hidden link to driveline health

You can have an ideal driveline and still burn through provider bearings if the axle does not stay where it belongs. Custom U Bolts may not appear like a driveline topic, but they secure the axle to the spring pack and keep pinion angle stable. When a U bolt loses clamping force, the axle covers under torque, the angle spikes, and the rear

joint runs hot. In fleets with repeated angle associated failures, I look hard at U bolt sizing, thread engagement, washer and nut quality, and re-torque practices after spring work.



A great suspension or driveline shop flexes U bolts on a correct press, utilizes graded rod, and cuts threads tidy. They also measure the stack height so you have full nut engagement without bottoming out. I have seen more than one mystery shudder cured with a fresh set of properly sized U bolts and a verified re-torque after 500 to 1,000 miles.

Turnaround time and the genuine expense of speed

Fast is great if it is repeatable. A rush weld and balance can get a hotshot moving once again, but if you are stocking additional carriers to handle the comebacks, that is not a win. Ask a vendor how they triage work. Some keep a stock of typical Truck Parts like slip yokes, weld yokes, u-joints, provider bearings, and center support brackets for popular series. That inventory, paired with a documented balance and runout process, is what makes fast and right possible at the same time.

For prepared work, insist on predictability over heroics. A trusted three-day turn-around that holds throughout busy season beats a store that sometimes finishes same day and often requires a week due to the fact that their only balancer tech took vacation.

Documentation, traceability, and guarantee that implies something

Documentation informs you what you are paying for. At a minimum, you want the completed length, series, u-joint type, balance notes, runout measurements, and any unique assembly guidelines like phasing marks or slip yoke indexing. In a fleet setting, that documentation assists your own techs prevent rework later.

Warranty without process is marketing. When a shop backs their work, ask what they require from you to honor it. If they need return of used parts for failure analysis, that is a good sign. You discover more from the story of a stopped working joint than from a quiet exchange. Keep an eye out for vendors who will show you a used cap and talk truck parts through the wear pattern, from red rust dust to false brinelling. Those conversations make your trucks better.

When to repair and when to begin fresh

People often assume repair is more affordable. Often it is not. If television has seen a tough bottoming event, if yokes are egged out, or if duplicated balance weights pile up in one location, the more affordable path may be a new assembly. I tend to draw the line when aligning requires more than a light pass, or when weld cleanup would thin television wall enough to drop vital speed. Your store should be able to show you dial indication readings and describe the choice. If they can not, you are gambling.

Carrier bearings should have the same judgment. A squealing provider is not constantly the source. If the rubber support stopped working early, look upstream at angles, trip height, and shaft positioning before tossing another bearing in. A good shop will ask about symptoms and might ask for measurements before constructing parts.

Common driveline misconceptions that squander money

The concept that all vibration is balance associated declines to pass away. If the shake changes with throttle however not with road speed, you are typically taking a look at an angle or install issue. If it alters with road speed but not engine load, balance or tire match is a better bet. I worked a case on a day cab that expanded at 58 to 62 mph no matter what equipment. Two shafts, 3 balances, no repair. We lastly inspected rear trip height. One side valve had drifted. Remedying half an inch of suspension height took the boom away with the original well balanced shaft.

Another misconception is that phasing marks are optional since splines will just go together one way. Some slip assemblies are keyed, numerous are not. If your supplier does not include a noticeable mark and recheck after assembly, your tech in the field might clock it wrong after a transmission pull and chase a vibration for weeks.

Finally, the belief that larger u-joints constantly last longer can backfire. I have seen large joints running at small angles polish themselves flat into early failure. Joints need to articulate a little to move grease and spread load.

Equipment that separates real stores from pretenders

A dependable driveline store generally has a lineup that looks familiar: a devoted tube straightener, an accuracy balancer that handles the length and weight of your shafts, robust welding fixtures that manage clocking, and proper measuring tools for runout and angle. Search for a store floor that keeps abrasive grit away from assembly benches. That small detail matters when you are packing grease into a joint.

Ask about calibration schedules for the balancer. Machines drift. A shop that logs calibration and keeps a recognized excellent shaft as a recommendation cares about repeatability. It likewise assists to see selection of cones and arbors for various series. Field repairs stop working when somebody requires a near fit. In the shop, that issue appears as off-center clamping that fakes excellent balance numbers.

Real-world consequences of tiny numbers

A couple of thousandths of an inch seems like nothing in your hand. In a rotating assembly several feet long, it becomes movement at the back that chews mounts and oil seals. I once measured 0.012 inch TIR on a freshly bonded tube that looked best to the eye. On the balancer, it took several large weights to control. On the road, the truck was fine unloaded and shook under heavy torque. Revamping the weld to 0.004 inch TIR cut balance weight by two thirds and fixed the crammed shake. The spec did not alter, the geometry did.

Similarly, I have actually seen fresh shafts run smooth on day one and get a harmonic at 1,500 miles. Later assessment showed spalled slip yoke splines. The joint greased fine, but the spline fit was bad and picked up load

chatter. The service was a matched yoke and sleeve from a single supplier, not a mix-and-match from deal bins. Truck Parts are not all equivalent even when the numbers match on paper.

Service models that support fleets

Fleets require predictability and records. The best suppliers lean into that with tagged assemblies, serialized balance stickers, and digital copies of work orders you can dump into your maintenance system. Some will include your truck or VIN number to the shaft tag so techs can match parts even if documents goes missing.

Mobile service belongs, especially for get rid of and change, however I have yet to see mobile rigs match store balance quality on heavy assemblies. Usage mobile for triage and installs, not for full fabrication unless the vendor proves their ability. For rural or high uptime operations, consider keeping an extra well balanced shaft for your most common designs. That only works if your vendor develops the spare to the very same measurements and phasing as the truck. Excellent paperwork makes that easy.

Questions worth asking a potential vendor

- What vibrant balance tolerance variety do you hold for heavy truck Drivelines, and how do you confirm runout after welding?
- Do you balance multi-piece shafts put together, and do you tape-record phasing and slip yoke orientation?
- What tube sizes and wall densities do you stock, and how do you choose between repair and new builds?
- How do you manage important speed concerns on long shafts, and will you document last operating length?
- What guarantee terms use, and what details do you attend to torque values, reassembly, and maintenance?

A short field triage when a truck vibrates

- Note the speed variety and whether the vibration tracks road speed, engine RPM, or throttle.
- Inspect carrier bearing rubber, mounts, and determine ride height at the valves.
- Check U bolt torque and look for moved spring packs or telltale polish on the axle pad.
- Verify phasing marks and joint movement, then look for rust dust around caps.
- If a shaft was just recently apart, validate angles with an inclinometer and compare to prior service notes.

Safety and training keep the next person safe

Driveline work is not almost smooth rides. A stopped working strap bolt or a dropped shaft can be catastrophic. Suppliers worth your time torque hardware, use new lock straps or bolts, and advise your techs to reconsider torque after preliminary miles where needed. They likewise practice safe lifting and balance, due to the fact that a 4 inch shaft at full length can injure an individual in an immediate. When I see a store take some time to cradle a shaft on the balancer, cushion yokes, and protect splines from grit, I trust them more with our individuals and our equipment.

Invest in a basic in-house training module for your techs. Teach them to check out the store's phasing marks, measure angles with a digital level, and capture trip height. A half hour of training pays itself back when a tech acknowledges a misclocked slip yoke before the truck leaves the bay.

Price versus value over a year, not a day

Saving a few hundred dollars on a rebuild can disappear with one roadside callout. Look at total cost per 100,000 miles, not per billing. Track returns. Compare bearing and joint life by truck and vendor. When you see one shop's shafts go 60 to 80 percent longer before service, you have your response. The right shop does not just produce and balance. They partner with you on setup, geometry, and field checks that keep your trucks on schedule.

When you find that partner, hold onto them. Bring them into your planning for wheelbase changes, axle ratio swaps, suspension upgrades, and PTO jobs. Let them spec Custom U Bolts when you change spring packs and request their torque sheets for your handbooks. Provide feedback on what stops working in the field. That loop is where the best work happens.

Healthy Drivelines look basic on paper. In practice, they reward care at every step: product choice, weld fixturing, runout control, dynamic balance, geometry, and hardware. The best vendor treats each of those as nonnegotiable. Your drivers will not call to thank you for a shaft that runs smooth at 68, but you will notice the quieter phones, the better fuel numbers from lowered parasitic loss, and the fewer line products for seals, installs, and providers. Those gains begin the day you choose a shop that treats balance as a process, not a one-time device reading, and treats your fleet as a system, not a stack of part numbers.

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

After a ride along the scenic Willamette River Bike Path, local drivers often arrange Drivelines service, Custom U Bolts fabrication, and reliable Truck Parts for their work vehicles.