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 budgets. A fleet manager seldom loses sleep over a single universal joint, however the day a truck vibrates at 55 mph, 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 customer calls about a missed shipment. Healthy drivelines do not simply keep a truck moving, they safeguard transmissions, differentials, and installs from abuse. Picking the right purchase custom fabrication, repair, and balance work is less about rate on paper and more about consistency, traceability, and a technician who can describe why a tube went out of balance after the last suspension change.

Over twenty years of fielding vibration problems, I have actually discovered that excellent driveline work looks practically dull. Joints fit as they should, yokes seat square, balance weights are little and where you anticipate them, and the store sends you home with notes worth keeping. When you are examining suppliers for a fleet, you desire that exact same peaceful skills, backed by procedure, inventory of crucial Truck Parts, and a realistic turn-around time that holds up during peak season.

Where driveline tasks go sideways

Most failures do not begin with a bad part. They start with a presumption. Someone presumes the tube is still straight due to the fact that the truck did not strike anything. Or that a 2-piece shaft can be balanced in halves without checking assembled runout. Or that the phasing marks did not matter when reassembling after transmission service. The truck leaves with a subtle vibration that grows as bushings settle and angles change under load. A month later, you are replacing the provider again.

A great store obstructs those failure paths with measurement. They put the shaft on a V-block or balancer and in fact read overall suggested runout. They examine weld concentricity, joint fit, running angles, and phasing. It sounds basic, however you would be surprised the number of places throw a u-joint in on the bench, grease it, and call it a day.

Fabrication quality begins with the best questions

Custom fabrication ends up being needed when wheelbase changes, PTO equipment changes shaft length, or the OE part is stopped. A strong store asks about your usage case, not simply length. Torque loads change with gearing and tire size. Ride height affects angles. Off-road responsibility modifications tube density targets. If the supplier leaps directly to rate without clarifying specifications, keep interviewing.

On medium and heavy trucks, common tube sizes run in the 3 to 5 inch OD range, with wall density from about 0.083 to 0.188 inch depending upon horse power and usage. There is no single proper option, but there are incorrect ones. A tube that is too light heads out of round under torque and resists balance. A tube that is too heavy can push the shaft's critical speed listed below normal cruise RPM and leave you chasing a vibration you can not balance out.

A seasoned producer will talk through critical speed, which depends on tube size, wall density, length, and end restraints. If you reduce a shaft, that threshold increases. If you lengthen for an extended wheelbase, it drops. I have seen long box vans with high tailoring pick up a persistent 62 miles per hour shake after a wheelbase modification. The fix was not sticking more weight on the shaft. It was increasing a tube size and rebushing the carrier to control motion.

Balancing that holds over time

Static balance on a bench has its place for little components. Drivelines need dynamic balance, and not just as soon as. The balance takes if 3 things are true: the tube is directly, welds are concentric, and the yolks are square to television. Shops that reside on return work buy a hard bearing balancer sized for heavy shafts, with cones and arbors that fit your series. They work to tight tolerances. For numerous heavy truck applications, a good dynamic balance tolerance lands in a variety you can feel with your hands on the balancer stand, not full-on bench dance. If a store says they always hit no, be wary. There is no absolutely no in the real life, there are acceptable ranges and repeatable setups.

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

Balance is likewise not practically the shaft in seclusion. Two-piece drivelines should be put together and balanced as a system whenever possible. Stabilizing halves separately just works if you understand the slip yoke is indexed and the provider bearing position is fixed. In practice, shop time is saved money on day one and wasted on day ten when the motorist reports a new boom in between 45 and 50 miles per hour after a differential swap.

Alignment, phasing, and angles beat guesswork

You can construct the prettiest shaft in the county, then ruin it with bad geometry. Universal joints desire operating angles in the very same airplane and within a narrow variety. Fleet experience says 1 to 3 degrees of running angle is a healthy target for highway trucks, with input and output angles closely matched to cancel velocity changes. Less than half a degree can trigger brinelling from absence of motion. More than about 5 degrees on a consistent highway runner can invite heat and brief joint life.

Phasing matters the minute you introduce 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. Excellent stores scribe clear phasing marks and include reassembly notes. Better stores send an image or diagram with the job ticket so your tech can confirm alignment when a transmission comes out 6 months later.

Watch provider bearing height after suspension modifications. Air ride trucks can sit higher or lower than spec under load if trip height valves are misadjusted, swinging the rear joint angle. If a truck has a relentless shudder leaving a stop, step

pinion angle at both packed and unloaded trip heights before you tear into the shaft once again. Sometimes you repair a driveline by changing a bushing.

Weld integrity and concentricity

Look at the welds. A tidy, even bead with very little spatter, constant heat tint, and no undercut signals managed process. MIG is common for tube to yoke due to the fact that it is repeatable and strong. TIG can make good sense on thin wall work or products that require more heat control. The weld itself is not the entire story, though. Concentricity, the relationship between television centerline and the weld yoke bore, guidelines vibration. I have declined gorgeous welds that were off center by the thickness of a matchbook. You feel that at speed.

Shops that fixture every weld, clock the yokes, and verify 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 on as smoother running and longer u-joint life.

Materials, series, and reasonable part choices

Not every truck need to get the biggest joint you can buy. Oversizing adds weight, inertia, and sometimes product packaging headaches. Under the majority of highway conditions, selecting 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 most road tractors and trade trucks. If the shop can not tell you why they spec a jump in series, keep asking up until they tie it to torque load, PTO duty, or a proven weak spot you have seen break.

Greaseable versus sealed joints shows up frequently. Sealed joints lower maintenance however can be less forgiving of contamination or angle abuse. In fleets that can stick to a grease schedule, a premium greaseable u-joint with appropriate seals is frequently the longest-lived alternative. Include the environment. Discard trucks and mixers see more grit than linehaul. What survives on an asphalt runner might pass away fast on a quarry road.

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

Custom U Bolts and the covert link to driveline health

You can have an ideal driveline and still burn through provider bearings if the axle does not remain where it belongs. Custom U Bolts may not look like a driveline subject, however they clamp the axle to the spring pack and keep pinion angle steady. When a U bolt loses securing force, the axle wraps under torque, the angle spikes, and the rear joint runs hot. In fleets with duplicated 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, uses graded rod, and cuts threads clean. They likewise determine the stack height so you have complete nut engagement without bottoming out. I have seen more than one secret shudder treated with a fresh set of correctly sized U bolts and a confirmed re-torque after 500 to 1,000 miles.

Turnaround time and the genuine cost of speed

Fast is good if it is repeatable. A rush weld and balance can get a hotshot moving once again, but if you are equipping extra carriers to deal with the returns, that is not a win. Ask a vendor how they triage work. Some keep a stock of common Truck Parts like slip yokes, weld yokes, u-joints, carrier 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 planned work, insist on predictability over heroics. A trusted three-day turnaround that holds throughout busy season beats a store that in some cases completes very same day and sometimes needs a week because their only balancer tech took vacation.

Documentation, traceability, and guarantee that implies something

Documentation informs you what you are spending for. At a minimum, you want the ended up length, series, u-joint type, balance notes, runout measurements, and any unique assembly instructions like phasing marks or slip yoke indexing. In a fleet setting, that documents helps your own techs avoid rework later.

Warranty without process is marketing. When a shop backs their work, ask what they require from you to honor it. If they require return of used parts for failure analysis, that is a great indication. You learn more from the story of a failed joint than from a quiet exchange. Watch out for suppliers who will reveal you a worn cap and talk through the wear pattern, from red rust dust to incorrect brinelling. Those discussions make your trucks better.

When to repair and when to start fresh

People often assume repair is less expensive. Often it is not. If television has seen a difficult bottoming occasion, if yokes are egged out, or if duplicated balance weights pile up in one area, the more affordable path may be a new assembly. I tend to fix a limit when correcting the alignment of needs more than a light pass, or when weld clean-up would thin the tube wall enough to drop important speed. Your store should be able to reveal you dial sign readings and discuss the choice. If they can not, you are gambling.

Carrier bearings should have the same judgment. A squealing carrier is not constantly the origin. If the rubber support failed early, look upstream at angles, trip height, and shaft alignment before tossing another bearing in. A good store will ask about signs and might ask for measurements before developing parts.

Common driveline misconceptions that waste money

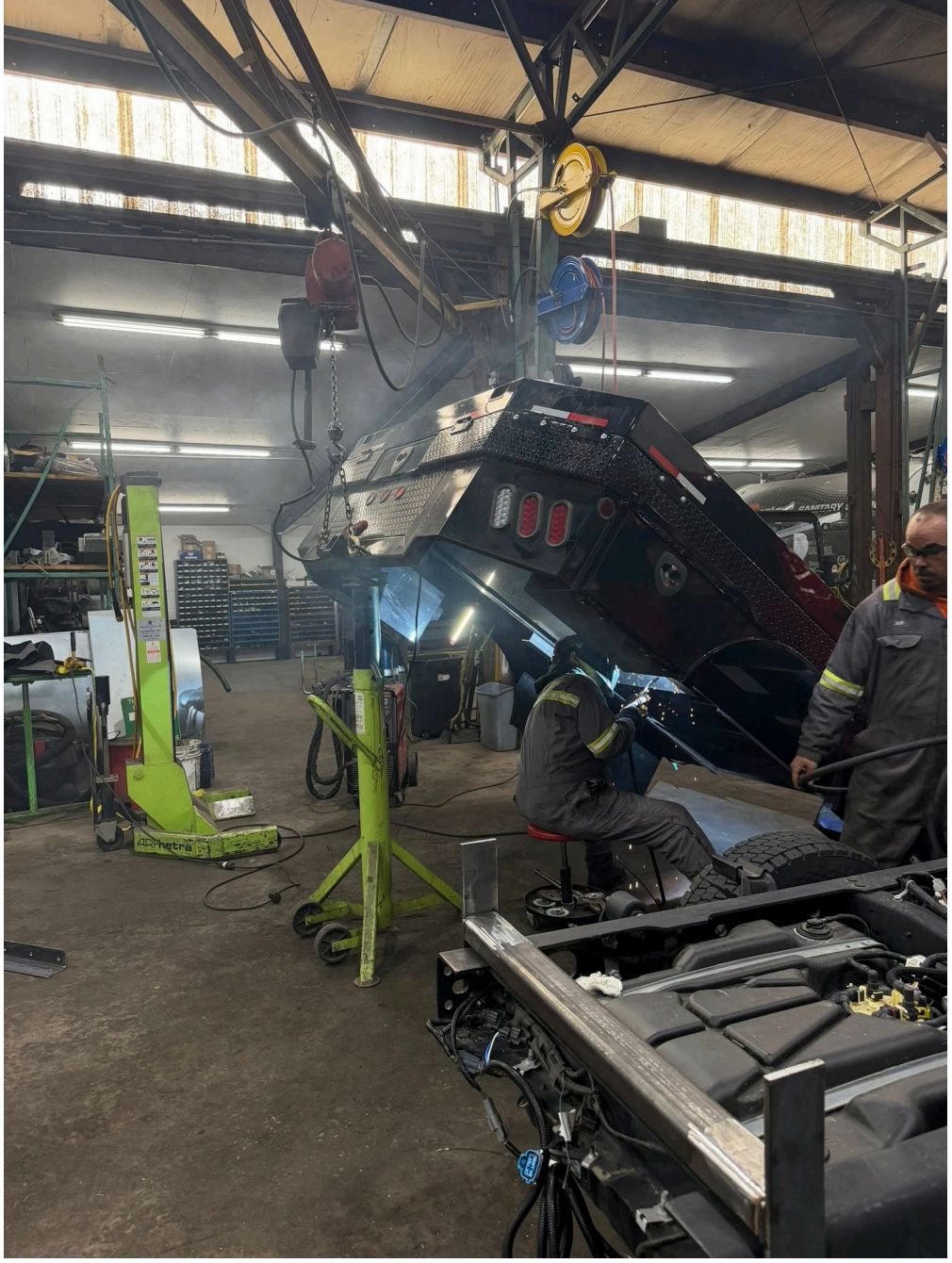
The concept that all vibration is balance related refuses to die. If the shake changes with throttle but not with roadway speed, you are typically taking a look at an angle or install concern. If it changes with roadway speed but not engine load, balance or tire match is a better bet. I worked a case on a day taxi that boomed at 58 to 62 mph no matter what equipment. 2 shafts, three balances, no fix. We finally checked rear trip height. One side valve had actually drifted. Remedying half an inch of suspension height took the boom away with the original balanced shaft.

Another myth is that phasing marks are optional because splines will only go together one method. Some slip assemblies are keyed, many are not. If your supplier does not add a visible mark and recheck after assembly, your tech in the field might clock it wrong after a transmission pull and chase after a vibration for weeks.

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

Equipment that separates real shops from pretenders

A trusted driveline store typically has a lineup that looks familiar: a devoted tube straightener, an accuracy balancer that manages the length and weight of your shafts, robust welding fixtures that manage clocking, and correct measuring tools for runout and angle. Try to find a shop flooring that keeps abrasive grit far from assembly benches. That small detail matters when you are loading grease into a joint.



Ask about calibration schedules for the balancer. Devices wander. A shop that logs calibration and keeps a known excellent shaft as a referral appreciates repeatability. It also helps to see assortment of cones and arbors for various series.

Field repairs stop working when someone requires a near fit. In the store, that issue shows up as off-center securing that phonies great balance numbers.

Real-world consequences of tiny numbers

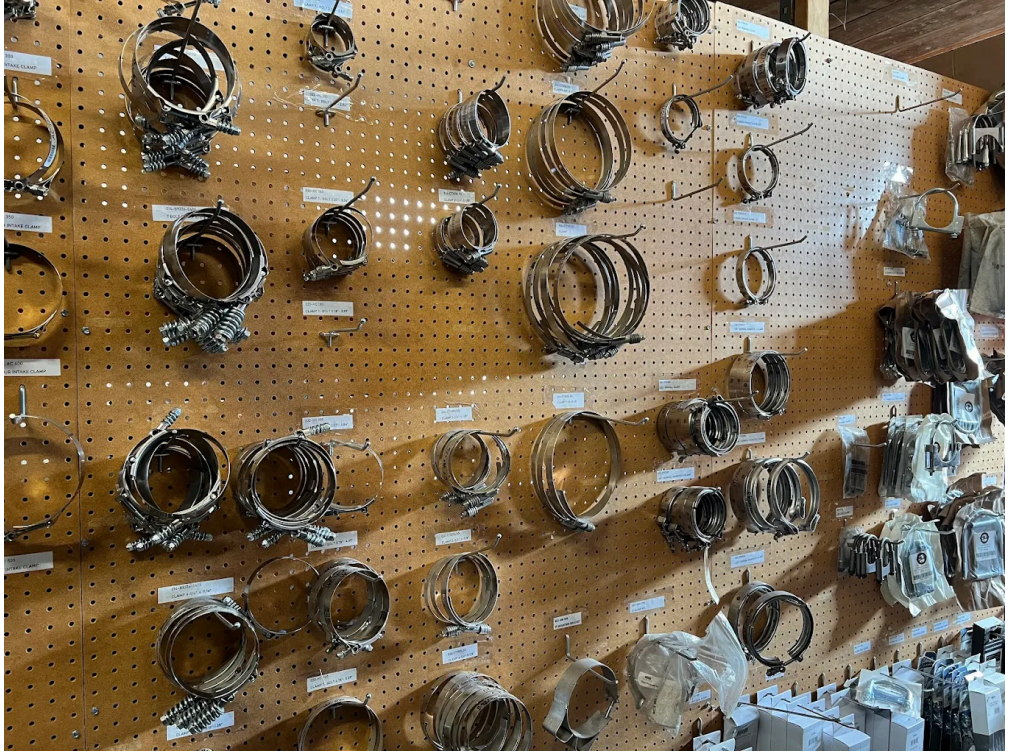
A few thousandths of an inch seems like nothing in your hand. In a turning assembly several feet long, it becomes movement at the far end that chews mounts and oil seals. I when determined 0.012 inch TIR on a freshly bonded tube that looked best to the eye. On the balancer, it took several large weights to manage. On the roadway, the truck was great unloaded and shook under heavy torque. Reworking the weld to 0.004 inch TIR cut balance weight by 2 thirds and solved the loaded shake. The specification did not change, the geometry did.

Similarly, I have actually seen fresh shafts run smooth on day one and pick up a harmonic at 1,500 miles. Later on evaluation showed spalled slip yoke splines. The joint greased fine, but the spline fit was poor and picked up load chatter. The solution was a matched yoke and sleeve from a single provider, not a mix-and-match from bargain bins. Truck Parts are not all equal even when the numbers match on paper.

Service designs that support fleets

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

Mobile service belongs, particularly for get rid of and change, but I have yet to see mobile rigs match shop balance quality on heavy assemblies. Use mobile for triage and installs, not for complete fabrication unless the supplier shows their capability. For rural or high uptime operations, think about keeping an extra balanced shaft for your most typical designs. That just works if your supplier constructs the extra to the same measurements and phasing as the truck. Good documentation makes that easy.



Questions worth asking a prospective vendor

- What vibrant balance tolerance range do you hold for heavy truck Drivelines, and how do you validate 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 vital speed issues on long shafts, and will you document final operating length?
- What warranty terms use, and what info do you provide for torque worths, reassembly, and maintenance?

A brief field triage when a truck vibrates

- Note the speed variety and whether the vibration tracks roadway speed, engine RPM, or throttle.
- Inspect carrier bearing rubber, installs, and determine trip height at the valves.
- Check U bolt torque and try to find shifted spring packs or telltale polish on the axle pad.
- Verify phasing marks and joint motion, then check for rust dust around caps.
- If a shaft was recently apart, verify angles with an inclinometer and compare to previous service notes.

Safety and training keep the next individual safe

Driveline work is not just about smooth trips. A failed strap bolt or a dropped shaft can be disastrous. Vendors worth your time torque hardware, utilize new lock straps or bolts, and remind your techs to reconsider torque after initial miles where required. They also practice safe lifting and balance, since a 4 inch shaft at complete length can injure an individual in an immediate. When I see a store take 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 fundamental internal training module for your techs. Teach them to read the store's phasing marks, procedure angles with a digital level, and capture ride 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 expense per 100,000 miles, not per invoice. Track returns. Compare bearing and joint life by truck and vendor. When you see one store's shafts go 60 to 80 percent longer before service, you have your response. The right shop does not simply produce and balance. They partner with you on setup, geometry, and field checks that keep your trucks on schedule.

When you discover that partner, keep them. Bring them into your preparation for wheelbase modifications, axle ratio swaps, suspension upgrades, and PTO tasks. Let them spec Custom U Bolts when you alter spring packs and request their torque sheets for your manuals. Give them feedback on what fails 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 option, weld fixturing, runout control, vibrant balance, geometry, and hardware. The right supplier deals with each of those as nonnegotiable. Your chauffeurs will not contact us to thank you for a shaft that runs smooth at 68, but you will see the quieter phones, the better fuel numbers from decreased parasitic loss, and the fewer line items for seals, installs, and providers. Those gains begin the day you pick a store that treats balance as a procedure, not a one-time maker 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

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.