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 hardly ever loses sleep over a single universal joint, but the day a truck vibrates at 55 miles per hour, cooks a provider bearing, and secures the rear seal, you feel it two times: once

in roadside expense and once again when a customer calls about a missed shipment. Healthy drivelines do not just keep a truck moving, they secure transmissions, differentials, and installs from abuse. Picking the right buy custom fabrication, repair, and balance work is less about cost on paper and more about consistency, traceability, and a service technician who can explain why a tube left of balance after the last suspension change.

Over twenty years of fielding vibration grievances, I have found out that good driveline work looks practically uninteresting. Joints fit as they should, yokes seat square, balance weights are small 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 quiet proficiency, backed by process, stock of vital Truck Parts, and a reasonable turn-around time that holds up during peak season.

Where driveline tasks go sideways

Most failures do not start with a bad part. They start with an assumption. Somebody 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 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 replacing the carrier again.

An excellent store obstructs those failure courses with measurement. They put the shaft on a V-block or balancer and actually check out total suggested runout. They inspect weld concentricity, joint fit, operating angles, and phasing. It sounds basic, however you would be surprised how many places throw a u-joint in on the bench, grease it, and call it a day.

Fabrication quality begins with the right questions

Custom fabrication ends up being necessary when wheelbase changes, PTO equipment changes shaft length, or the OE part is terminated. A strong store inquires about your usage case, not just length. Torque loads change with gearing and tire size. Trip height impacts angles. Off-road task modifications tube thickness targets. If the vendor leaps straight to cost without clarifying specifications, keep interviewing.

On medium and heavy trucks, typical tube sizes run in the 3 to 5 inch OD range, with wall density from about 0.083 to 0.188 inch depending upon horsepower and use. There is no single right option, but there are wrong ones. A tube that is too light goes out of round under torque and withstands balance. A tube that is too heavy can push the shaft's crucial speed listed below typical cruise RPM and leave you going after a vibration you can not balance out.

A skilled producer will talk through vital speed, which depends on tube size, wall density, length, and end restrictions. If you reduce a shaft, that threshold increases. If you extend for an extended wheelbase, it drops. I have actually seen long box vans with high tailoring pick up a relentless 62 miles per hour shake after a wheelbase adjustment. 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 elements. Drivelines need dynamic balance, and not simply as soon as. The balance takes if 3 things hold true: the tube is straight, welds are concentric, and the yolks are square to television. Shops that live on return work invest in a tough bearing balancer sized for heavy shafts, with cones and arbors that fit your series. They work to tight tolerances. For numerous heavy truck applications, an excellent vibrant balance tolerance lands in a range you can feel with your hands on the balancer stand, not full-on bench dance. If a store says they always struck zero, be wary. There is no zero in the real life, there are acceptable ranges and repeatable setups.

Ask how they measure runout after welding. A basic dial indicator check near each yoke can conserve you hours on the roadway later. Even a couple of thousandths of an inch of TIR near the weld can accumulate to ugly deflection at travelling speed. One fleet I worked with cut its driveline resurgence rate in half by requiring the shop to tape-record TIR at 4 positions on each shaft and turn down anything over their spec.

Balance is likewise not almost the shaft in isolation. Two-piece drivelines must be put together and stabilized as a system whenever possible. Balancing halves independently just works if you know the slip yoke is indexed and

the carrier bearing position is repaired. In practice, shop time is minimized the first day and lost on day ten when the driver reports a new boom in between 45 and 50 mph after a differential swap.

Alignment, phasing, and angles beat guesswork

You can build the most beautiful shaft in the county, then ruin it with bad geometry. Universal joints desire running angles in the exact same plane 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 fluctuations. Less than half a degree can trigger brinelling from absence of movement. More than about 5 degrees on a consistent highway runner can welcome 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 phase, the driveline creates shake that you can not balance away. Great shops scribe clear phasing marks and consist of reassembly notes. Much better shops send a picture or diagram with the task ticket so your tech can confirm positioning when a transmission comes out 6 months later.

Watch provider bearing height after suspension changes. Air ride trucks can sit higher or lower than specification under load if ride height valves are misadjusted, swinging the rear joint angle. If a truck has a persistent shudder leaving a stop, step pinion angle at both crammed and unloaded trip heights before you tear into the shaft again. Often you repair a driveline by changing a bushing.

Weld stability and concentricity

Look at the welds. A tidy, even bead with minimal spatter, constant heat tint, and no undercut signals managed process. MIG prevails for tube to yoke since it is repeatable and strong. TIG can make sense on thin wall work or products that require more heat control. The weld itself is not the whole story, though. Concentricity, the relationship in between the tube centerline and the weld yoke bore, guidelines vibration. I have turned down gorgeous welds that were off center by the density of a matchbook. You feel that at speed.

Shops that component every weld, clock the yokes, and verify bore-to-tube positioning will extol their jigs. They likewise mark yokes for clocking so you are not relying on an eyeballed ninety degrees. That routine shows up later on as smoother running and longer u-joint life.

Materials, series, and practical part choices

Not every truck ought to get the most significant joint you can buy. Oversizing includes weight, inertia, and sometimes product packaging headaches. Under many highway conditions, choosing the proper series for torque and joint angle is what keeps you out of difficulty. Typical heavy truck families, from 1710 up into the heavy series, cover many road tractors and vocational trucks. If the store can not tell you why they spec a dive in series, keep asking till they tie it to torque load, PTO task, or a proven weak link you have seen break.

Greaseable versus sealed joints comes up frequently. Sealed joints minimize maintenance however can be less forgiving of contamination or angle abuse. In fleets that can adhere to a grease schedule, a premium greaseable u-joint with correct seals is frequently the longest-lived alternative. Consist of the environment. Dump trucks and mixers see more grit than linehaul. What makes it through on an asphalt runner might pass away quick 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. 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 remain where it belongs. Custom U Bolts might not look like a driveline topic, but they secure the axle to the spring pack and keep pinion angle stable. When a U bolt loses securing force, the axle wraps 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 good suspension or driveline shop bends U bolts on a correct press, utilizes graded rod, and cuts threads tidy. They likewise determine the stack height so you have complete nut engagement without bottoming out. I have seen more than one mystery shudder treated with a fresh set of properly sized U bolts and a validated re-torque after 500 to 1,000 miles.

Turnaround time and the real cost of speed

Fast is excellent if it is repeatable. A rush weld and balance can get a hotshot moving once again, but if you are stocking additional carriers to deal with the returns, that is not a win. Ask a supplier how they triage work. Some keep a stock of common Truck Parts like slip yokes, weld yokes, u-joints, carrier bearings, and center assistance brackets for popular series. That stock, coupled with a documented balance and runout procedure, is what makes quick and right possible at the exact same time.

For planned work, demand predictability over heroics. A reputable three-day turn-around that holds during hectic season beats a store that often finishes exact same day and sometimes needs a week because their only balancer tech took vacation.

Documentation, traceability, and warranty that implies something

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

Warranty without procedure 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 great indication. You find out more from the story of a stopped working joint than from a quiet exchange. Keep an eye out for suppliers who will show you a worn cap and talk through the wear pattern, from red rust dust to false brinelling. Those discussions make your trucks better.

When to repair and when to begin fresh

People typically presume repair is less expensive. Often it is not. If the tube has seen a difficult bottoming event, if yokes are egged out, or if repeated balance weights pile up in one area, the more affordable course might be a new assembly. I tend to draw the line when correcting requires more than a light pass, or when weld clean-up would thin the tube wall enough to drop crucial speed. Your shop ought to be able to show you call indication readings and describe the choice. If they can not, you are gambling.

Carrier bearings are worthy of the same judgment. A screeching provider is not always the root cause. If the rubber assistance failed early, look upstream at angles, ride height, and shaft positioning before throwing another bearing in. A great store will ask about signs and may ask for measurements before developing parts.

Common driveline misconceptions that lose money

The idea that all vibration is balance associated declines to die. If the shake modifications with throttle but not with roadway speed, you are frequently looking at an angle or mount concern. If it changes with road speed however not engine load, balance or tire match is a much better bet. I worked a case on a day taxi that grew at 58 to 62 miles per hour no matter what gear. 2 shafts, three balances, no repair. We finally examined rear trip height. One side valve had drifted. Remedying half an inch of suspension height took the boom away with the initial balanced shaft.

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

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

Equipment that separates genuine shops from pretenders

A reliable driveline shop 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 correct measuring tools for runout and angle. Try to find a shop flooring that keeps abrasive grit far from assembly benches. That little detail matters when you are packing grease into a joint.

Ask about calibration schedules for the balancer. Makers drift. A shop that logs calibration and keeps a known excellent shaft as a reference cares about repeatability. It also assists to see assortment of cones and arbors for different series. Field repair work fail when someone requires a near fit. In the store, that issue shows up as off-center securing that phonies good balance numbers.

Real-world repercussions of tiny numbers

A few thousandths of an inch seems like nothing in your hand. In a rotating assembly a number of feet long, it ends up being motion at the back that chews installs and oil seals. I as soon as measured 0.012 inch TIR on a freshly welded tube that looked perfect to the eye. On the balancer, it took numerous big weights to control. On the roadway, 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 solved the crammed shake. The spec did not change, the geometry did.

Similarly, I have seen fresh shafts run smooth on the first day and get a harmonic at 1,500 miles. Later assessment revealed spalled slip yoke splines. The joint greased fine, however the spline fit was poor and got load chatter. The option was a matched yoke and sleeve from a single provider, not a mix-and-match from deal 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 discard into your upkeep system. Some will include your truck or VIN number to the shaft tag so techs can match parts even if documents drivelines goes missing.

Mobile service has a place, particularly for remove and replace, 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 vendor proves their capability. For rural or high uptime operations, consider keeping a spare well balanced shaft for your most common models. That just works if your supplier constructs the spare to the exact same measurements and phasing as the truck. Great paperwork 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 thicknesses do you stock, and how do you choose in between repair and new builds?
- How do you manage critical speed issues on long shafts, and will you document final operating length?
- What guarantee terms use, and what info do you attend to torque worths, reassembly, and maintenance?

A short field triage when a truck vibrates

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

Safety and training keep the next person safe

Driveline work is not practically smooth trips. 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 initial miles where required. They likewise practice safe lifting and balance, because a 4 inch shaft at complete length can injure a person in an immediate. When I see a shop take time to cradle a shaft on the balancer, cushion yokes, and safeguard splines from grit, I trust them more with our people 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 worth over a year, not a day

Saving a few hundred dollars on a rebuild can disappear with one roadside callout. Take a 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 shop's shafts go 60 to 80 percent longer before service, you have your answer. The right store does not just fabricate 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 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 handbooks. Provide 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 choice, weld fixturing, runout control, dynamic balance, geometry, and hardware. The right vendor treats each of those as nonnegotiable. Your drivers will not call to thank you for a shaft that runs smooth at 68, however you will see the quieter phones, the much better fuel numbers from reduced parasitic loss, and the fewer line products for seals, installs, and carriers. Those gains start the day you select a store that treats balance as a process, 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 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

Following a walk through the beautiful Owen Rose Garden, truck owners frequently schedule Drivelines maintenance, Custom U Bolts fabrication, and pick up reliable Truck Parts.