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 eats budget plans. A fleet manager hardly ever loses sleep over a single universal joint, but the day a truck vibrates at 55 mph, cooks a carrier bearing, and gets the rear seal, you feel it twice: when in roadside

expense and once again when a consumer calls about a missed delivery. Healthy drivelines do not simply keep a truck moving, they secure transmissions, differentials, and mounts from abuse. Selecting the right buy custom fabrication, repair, and balance work is less about price on paper and more about consistency, traceability, and a technician who can explain why a tube walked out of balance after the last suspension change.

Over twenty years of fielding vibration complaints, I have found out that great driveline work looks practically boring. Joints fit as they should, yokes seat square, balance weights are small and where you anticipate them, and the shop sends you home with notes worth keeping. When you are examining suppliers for a fleet, you want that very same peaceful proficiency, backed by process, inventory of vital Truck Parts, and a realistic turnaround time that holds up during peak season.

Where driveline tasks go sideways

Most failures do not begin with a bad part. They begin with a presumption. Someone assumes 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 inspecting put together runout. Or that the phasing marks did not matter when reassembling after transmission service. The truck entrusts a subtle vibration that grows as bushings settle and angles change under load. A month later, you are changing the carrier again.

A great shop blocks those failure paths with measurement. They put the shaft on a V-block or balancer and really check out total suggested runout. They check weld concentricity, joint fit, operating angles, and phasing. It sounds easy, but you would be surprised how many locations toss a u-joint in on the bench, grease it, and call it a day.

Fabrication quality begins with the right questions

Custom fabrication becomes required when wheelbase changes, PTO equipment changes shaft length, or the OE part is ceased. A strong store inquires about your usage case, not just length. Torque loads change with tailoring and tire size. Trip height impacts angles. Off-road duty changes tube thickness targets. If the supplier jumps straight to rate without clarifying specs, keep interviewing.

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

A skilled fabricator will talk through vital speed, which depends on tube diameter, wall density, length, and end restrictions. If you shorten a shaft, that threshold increases. If you lengthen for an extended wheelbase, it drops. I have seen long box vans with tall tailoring pick up a relentless 62 miles per hour shake after a wheelbase modification. The fix was not sticking more weight on the shaft. It was going up a tube size and rebushing the carrier to manage motion.

Balancing that holds over time

Static balance on a bench has its place for small components. Drivelines require vibrant balance, and not simply once. The balance takes if 3 things are true: television is straight, welds are concentric, and the yolks are square to television. Shops that live on return work buy a tough 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, a great vibrant 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 struck zero, beware. There is no zero in the real world, there are acceptable varieties and repeatable setups.

Ask how they determine runout after welding. A simple dial sign check near each yoke can conserve you hours on the road later. Even a few thousandths of an inch of TIR near the weld can stack up to awful deflection at cruising speed. One fleet I dealt with cut its driveline return rate in half by needing the store to record TIR at 4 positions on each shaft and reject anything over their spec.

Balance is likewise not just about the shaft in isolation. Two-piece drivelines must be assembled and balanced as an unit whenever possible. Stabilizing halves individually only works if you understand the slip yoke is indexed and the provider bearing position is repaired. In practice, shop time is saved money on the first day and lost on day 10 when the driver reports a new boom in between 45 and 50 miles per hour after a differential swap.

Alignment, phasing, and angles beat guesswork

You can develop the most beautiful shaft in the county, then destroy it with bad geometry. Universal joints want operating angles in the 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 closely matched to cancel

speed fluctuations. Less than half a degree can trigger brinelling from lack of motion. More than about 5 degrees on a consistent 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 phase, the driveline produces shake that you can not balance away. Good stores scribe clear phasing marks and include reassembly notes. Better shops send an image or diagram with the job ticket so your tech can validate custom U bolts positioning when a transmission comes out six months later.

Watch carrier bearing height after suspension changes. Air trip 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 consistent shudder leaving a stop, step pinion angle at both loaded and unloaded ride heights before you tear into the shaft once again. Sometimes you repair a driveline by altering a bushing.

Weld integrity and concentricity

Look at the welds. A clean, even bead with very little spatter, constant heat tint, and no undercut signals controlled procedure. MIG is common for tube to yoke since 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, however. Concentricity, the relationship in between television centerline and the weld yoke bore, guidelines vibration. I have actually turned down lovely welds that were off center by the density of a matchbook. You feel that at speed.

Shops that fixture every weld, clock the yokes, and validate bore-to-tube alignment will extol their jigs. They also mark yokes for clocking so you are not relying on an eyeballed ninety degrees. That habit appears later as smoother running and longer u-joint life.

Materials, series, and sensible part choices

Not every truck should get the greatest joint you can purchase. Oversizing adds weight, inertia, and sometimes packaging headaches. Under many highway conditions, picking the appropriate series for torque and joint angle is what keeps you out of trouble. Typical heavy truck households, from 1710 up into the heavy series, cover many

roadway tractors and occupation trucks. If the shop can not inform you why they spec a jump in series, keep asking up until they connect it to torque load, PTO duty, or a proven weak spot you have actually seen break.

Greaseable versus sealed joints turns up typically. Sealed joints decrease maintenance however can be less flexible of contamination or angle abuse. In fleets that can adhere to a grease schedule, a premium greaseable u-joint with correct seals is often 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 many people think. Throwing old strap bolts back in can cost you a driveshaft. Straps stretch. Bolt threads gall. Torque values are not ideas, and they differ by series. If you do not have a specification, your supplier should. If they hand you parts without torque guidance, ask for it, or discover someone who will.

Custom U Bolts and the hidden link to driveline health

You can have a best 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 topic, but they secure the axle to the spring pack and keep pinion angle steady. When a U bolt loses clamping 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 clean. They also measure the stack height so you have full 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 great if it is repeatable. A rush weld and balance can get a hotshot moving once again, however if you are stocking additional carriers to deal with the resurgences, 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, provider bearings, and center assistance brackets for popular series. That inventory, coupled with a documented balance and runout process, is what makes quickly and right possible at the very same time.

For prepared work, demand predictability over heroics. A reputable three-day turnaround that holds throughout hectic season beats a store that in some cases ends up exact same day and sometimes needs a week because their only balancer tech took vacation.

Documentation, traceability, and guarantee that implies something

Documentation tells you what you are paying for. At a minimum, you want 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 prevent rework later.

Warranty without process is marketing. When a store backs their work, ask what they require from you to honor it. If they require return of worn parts for failure analysis, that is a great sign. You find out more from the story of a failed joint than from a silent 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 conversations make your trucks better.

When to repair and when to begin fresh

People frequently presume repair is cheaper. Sometimes it is not. If television has seen a hard bottoming occasion, if yokes are egged out, or if duplicated balance weights pile up in one location, the more cost-effective course might be a new assembly. I tend to draw the line when aligning needs more than a light pass, or when weld cleanup would thin television wall enough to drop vital speed. Your shop needs to have the ability to reveal you call indication readings and explain the choice. If they can not, you are gambling.

Carrier bearings should have the same judgment. A screeching provider is not always the root cause. If the rubber support stopped working early, look upstream at angles, trip height, and shaft positioning before tossing another bearing in. An excellent store will ask about symptoms and may request measurements before developing parts.

Common driveline myths that squander money

The concept that all vibration is balance associated declines to pass away. If the shake changes with throttle but not with roadway speed, you are frequently taking a look at an angle or mount problem. If it changes with road speed but not engine load, balance or tire match is a much better bet. I worked a case on a day cab that flourished at 58 to 62 mph no matter what equipment. 2 shafts, 3 balances, no fix. We finally inspected rear trip height. One side valve had actually drifted. Fixing half an inch of suspension height took the boom away with the initial well balanced shaft.

Another misconception is that phasing marks are optional due to the fact that splines will just go together one method. Some slip assemblies are keyed, lots of are not. If your supplier does not include a visible mark and recheck after assembly, your tech in the field might clock it incorrect after a transmission pull and chase a vibration for weeks.

Finally, the belief that bigger u-joints always last longer can backfire. I have seen extra-large joints performing 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 stores from pretenders

A trustworthy driveline store usually has a lineup that looks familiar: a dedicated tube straightener, a precision balancer that deals with the length and weight of your shafts, robust welding components that manage clocking, and appropriate measuring tools for runout and angle. Look for a store flooring that keeps abrasive grit far from assembly benches. That small information matters when you are packing grease into a joint.

Ask about calibration schedules for the balancer. Machines drift. A store that logs calibration and keeps a recognized good shaft as a reference cares about repeatability. It likewise assists to see assortment of cones and arbors for different series. Field repairs fail when somebody forces a near fit. In the store, that problem shows up as off-center clamping that fakes excellent balance numbers.

Real-world repercussions of small numbers

A couple of thousandths of an inch seems like nothing in your hand. In a turning assembly numerous feet long, it becomes motion at the back that chews installs and oil seals. I as soon as measured 0.012 inch TIR on a newly welded tube that looked ideal to the eye. On the balancer, it took multiple large 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 2 thirds and resolved the packed shake. The spec did not alter, the geometry did.

Similarly, I have seen fresh shafts run smooth on day one and pick up a harmonic at 1,500 miles. Later on inspection revealed spalled slip yoke splines. The joint greased fine, but the spline fit was bad and picked up load chatter. The option 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 very best vendors lean into that with tagged assemblies, serialized balance sticker labels, and digital copies of work orders you can dump into your maintenance system. Some will add 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, however 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 a spare balanced shaft for your most typical designs. That just works if your vendor builds the spare to the same measurements and phasing as the truck. Good documents makes that easy.

Questions worth asking a possible vendor

- What dynamic balance tolerance variety do you hold for heavy truck Drivelines, and how do you validate runout after welding?
- Do you balance multi-piece shafts assembled, and do you record phasing and slip yoke orientation?
- What tube sizes and wall densities do you stock, and how do you choose in between repair and new builds?
- How do you manage critical speed concerns on long shafts, and will you document final operating length?
- What warranty terms use, and what details do you provide for torque values, 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, mounts, and determine trip height at the valves.

- Check U bolt torque and search for shifted spring packs or telltale polish on the axle pad.
- Verify phasing marks and joint movement, then check for rust dust around caps.
- If a shaft was just recently apart, confirm angles with an inclinometer and compare to prior service notes.

Safety and training keep the next individual safe

Driveline work is not practically 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 remind your techs to reconsider torque after initial miles where needed. They also practice safe lifting and balance, due to the fact that a four inch shaft at full length can hurt a person in an immediate. When I see a shop take time to cradle a shaft on the balancer, cushion yokes, and protect splines from grit, I trust them more with our people and our equipment.

Invest in a standard internal training module for your techs. Teach them to check out the shop'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 worth over a year, not a day

Saving a few hundred dollars on a rebuild can vanish with one roadside callout. Look at overall cost per 100,000 miles, not per billing. Track comebacks. 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 store does not simply fabricate and balance. They partner with you on setup, geometry, and field checks that keep your trucks on schedule.

When you discover 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 change spring packs and request their torque sheets for your handbooks. Give them feedback on what fails in the field. That loop is where the best work happens.

Healthy Drivelines look simple on paper. In practice, they reward care at every action: material option, weld fixturing, runout control, vibrant balance, geometry, and hardware. The ideal vendor treats 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 discover the quieter phones, the better fuel numbers from reduced parasitic loss, and the less line products for seals, installs, and carriers. Those gains begin the day you choose a store that deals with 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 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.