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 budgets. A fleet supervisor rarely loses sleep over a single universal joint, however the day a truck vibrates at 55 miles per hour, cooks a carrier bearing, and secures the rear seal, you feel it two times: when in

roadside cost and again when a client calls about a missed out on 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 technician who can explain why a tube went out of balance after the last suspension change.

Over twenty years of fielding vibration problems, I have found out that great driveline work looks almost 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 assessing vendors for a fleet, you want that very same quiet competence, backed by procedure, inventory of critical Truck Parts, and a realistic turnaround time that holds up throughout peak season.

Where driveline jobs go sideways

Most failures do not start with a bad part. They start with a presumption. Someone presumes television is still straight since the truck did not strike anything. Or that a 2-piece shaft can be balanced 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 alter under load. A month later, you are replacing the provider again.

An excellent store obstructs those failure courses with measurement. They put the shaft on a V-block or balancer and really read total suggested runout. They examine weld concentricity, joint fit, running angles, and phasing. It sounds simple, but you would be surprised the number of locations throw a u-joint in on the bench, grease it, and call it a day.

Fabrication quality starts with the ideal questions

Custom fabrication becomes required when wheelbase changes, PTO equipment alters shaft length, or the OE part is discontinued. A strong shop asks about your usage case, not simply length. Torque loads alter with gearing and tire size. Trip height affects angles. Off-road duty modifications tube thickness targets. If the vendor jumps straight to price without clarifying specs, keep interviewing.

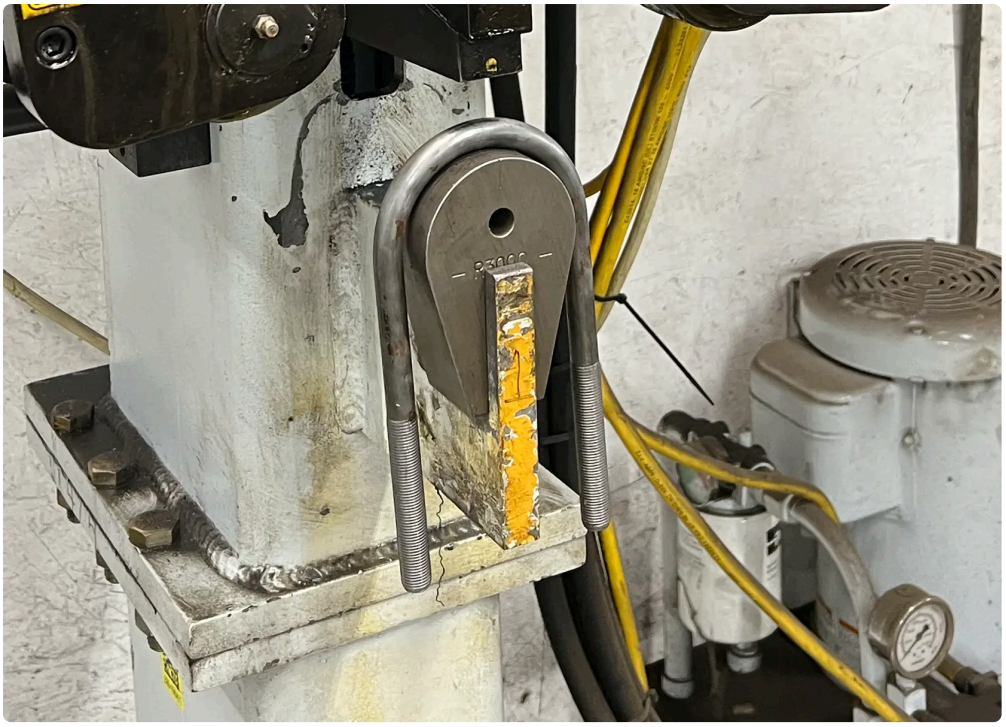
On medium and heavy trucks, typical tube sizes run in the 3 to 5 inch OD variety, with wall density from about 0.083 to 0.188 inch depending upon horse power and usage. There is no single correct option, but there are wrong ones. A tube that is too light goes out of round under torque and withstands balance. A tube that is too heavy can press the shaft's important speed below regular cruise RPM and leave you chasing after a vibration you can not balance out.

An experienced fabricator will talk through vital speed, which depends on tube diameter, wall thickness, length, and end constraints. If you reduce a shaft, that limit increases. If you extend for an extended wheelbase, it drops. I have seen long box vans with high gearing pick up a relentless 62 miles per hour shake after a wheelbase modification. The repair 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 vibrant balance, and not simply as soon as. The balance takes if three 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 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 vibrant balance tolerance lands in a variety you can feel with your hands on the balancer stand, not full-on bench dance. If a shop says they constantly struck no, be wary. There is no absolutely no in the real world, there are appropriate varieties and repeatable setups.



Ask how they determine runout after welding. A simple dial indication check near each yoke can save you hours on the roadway later. Even a couple of 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 record TIR at four positions on each shaft and reject anything over their spec.

Balance is also not just about the shaft in seclusion. Two-piece drivelines must be put together and stabilized as a system whenever possible. Stabilizing halves individually only works if you know the slip yoke is indexed and the carrier bearing position is fixed. In practice, shop time is minimized day one and wasted on day ten when the chauffeur 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 prettiest shaft in the county, then ruin it with bad geometry. Universal joints want 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 closely matched to cancel speed changes. Less than half a degree can cause brinelling from absence of motion. More than about 5 degrees on a consistent highway runner can invite heat and short joint life.

Phasing matters the minute you present slip sections, two-piece shafts, or multi-axle PTOs. If the yokes at either end of a shaft are not in phase, the driveline develops shake that you can not balance away. Good shops scribe clear phasing marks and include reassembly notes. Much better stores send out a photo or diagram with the job ticket so your tech can validate alignment when a transmission comes out 6 months later.

Watch carrier bearing height after suspension modifications. Air trip trucks can sit higher or lower than spec under load if ride 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 again. Often you fix a driveline by altering a bushing.

Weld stability 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 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 whole story, however. Concentricity, the relationship in between television centerline and the weld yoke bore, rules vibration. I have actually rejected stunning 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 confirm bore-to-tube positioning will extol their jigs. They also mark yokes for clocking so you are not depending 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 most significant joint you can purchase. Oversizing includes weight, inertia, and in some cases product packaging headaches. Under most highway conditions, choosing the proper series for torque and joint angle is what keeps you out of problem. Typical heavy truck households, from 1710 up into the heavy series, cover many road tractors and professional trucks. If the shop can not tell you why they spec a jump in series, keep asking until they connect it to torque load, PTO responsibility, or a proven weak spot you have seen break.

Greaseable versus sealed joints comes up typically. Sealed joints reduce maintenance 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 alternative. Include the environment. Dump trucks and mixers see more grit than linehaul. What makes it through on an asphalt runner may die quick on a quarry road.

Yokes, straps, and bolt hardware matter more than most people believe. Throwing old strap bolts back in can cost you a driveshaft. Straps stretch. Bolt threads gall. Torque worths are not recommendations, and they vary by series. If you do not have a specification, your vendor should. If they hand you parts without torque assistance, ask for it, or discover somebody who will.

Custom U Bolts and the surprise link to driveline health

You can have a best driveline and still burn through carrier bearings if the axle does not stay where it belongs. Custom U Bolts may not seem like a driveline topic, however they secure the axle to the spring pack and keep pinion angle stable. When a U bolt loses clamping 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.

An excellent suspension or driveline shop bends U bolts on a correct press, uses graded rod, and cuts threads clean. They also measure the stack height so you have full nut engagement without bottoming out. I have actually seen more than one mystery shudder cured with a fresh set of correctly sized U bolts and a verified 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 again, but if you are equipping additional providers 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, provider bearings, and center assistance

brackets for popular series. That inventory, paired with a documented balance and runout procedure, is what makes quickly and right possible at the very same time.

For prepared work, insist on predictability over heroics. A reliable three-day turn-around that holds throughout hectic season beats a store that sometimes finishes same day and in some cases needs a week because their only balancer tech took vacation.

Documentation, traceability, and guarantee that implies something

Documentation tells you what you are spending for. At a minimum, you desire the completed 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 documentation assists 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 good sign. You learn more from the story of a stopped working joint than from a silent exchange. Keep an eye 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 begin fresh

People frequently assume repair is less expensive. Sometimes it is not. If television has actually seen a difficult bottoming occasion, if yokes are egged out, or if duplicated balance weights accumulate in one location, the more affordable course might be a new assembly. I tend to fix a limit when correcting needs more than a light pass, or when weld clean-up would drivelines thin the tube wall enough to drop crucial speed. Your store must have the ability to reveal you call indicator readings and explain the decision. If they can not, you are gambling.

Carrier bearings are worthy of the same judgment. A squealing provider is not always the source. If the rubber assistance stopped working early, look upstream at angles, trip height, and shaft positioning before throwing another bearing in. An excellent shop will inquire about symptoms and might request measurements before developing parts.

Common driveline myths that squander money

The idea that all vibration is balance associated refuses to die. If the shake changes with throttle however not with road speed, you are frequently taking a look at an angle or mount problem. If it alters with roadway speed but not engine load, balance or tire match is a better bet. I worked a case on a day cab that boomed at 58 to 62 miles per hour no matter what equipment. 2 shafts, 3 balances, no fix. We lastly checked rear ride 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 just go together one way. Some slip assemblies are keyed, many are not. If your vendor does not include a noticeable mark and recheck after assembly, your tech in the field might clock it incorrect after a transmission pull and chase after a vibration for weeks.

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

A reliable driveline shop normally has a lineup that looks familiar: a dedicated tube straightener, a precision balancer that manages the length and weight of your shafts, robust welding fixtures that control clocking, and proper measuring tools for runout and angle. Look for a store flooring that keeps abrasive grit far from assembly benches. That little information matters when you are loading grease into a joint.

Ask about calibration schedules for the balancer. Makers wander. A shop that logs calibration and keeps a recognized excellent shaft as a recommendation appreciates repeatability. It also helps to see assortment of cones and arbors for different series. Field repair work fail when somebody forces a near fit. In the store, that problem appears as off-center clamping that fakes good balance numbers.

Real-world repercussions of small numbers

A few thousandths of an inch feels like nothing in your hand. In a rotating assembly numerous feet long, it becomes motion at the far end that chews mounts and oil seals. I when measured 0.012 inch TIR on a freshly welded tube that looked ideal to the eye. On the balancer, it took multiple large weights to control. On the road, the truck was great unloaded and shook under heavy torque. Remodeling the weld to 0.004 inch TIR cut balance weight by 2 thirds and solved 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 examination revealed spalled slip yoke splines. The joint greased fine, however the spline fit was bad and got load chatter. The option was a matched yoke and sleeve from a single supplier, not a mix-and-match from bargain bins. Truck Parts are not all equivalent even when the numbers match on paper.

Service designs that support fleets

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

Mobile service has a place, especially for get rid of and change, but I have yet to see mobile rigs match store balance quality on heavy assemblies. Use mobile for triage and installs, not for full fabrication unless the supplier shows their ability. For rural or high uptime operations, consider keeping a spare balanced shaft for your most common designs. That just works if your vendor builds the spare to the exact same measurements and phasing as the truck. Good documentation makes that easy.

Questions worth asking a prospective vendor

- What vibrant balance tolerance variety do you hold for heavy truck Drivelines, and how do you verify runout after welding?
- Do you balance multi-piece shafts put together, and do you tape 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 important speed issues on long shafts, and will you record final operating length?
- What service warranty 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 roadway speed, engine RPM, or throttle.
- Inspect carrier bearing rubber, mounts, and measure 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 movement, then check for rust dust around caps.
- If a shaft was just recently apart, verify angles with an inclinometer and compare to prior service notes.

Safety and training keep the next individual safe

Driveline work is not practically smooth trips. A failed strap bolt or a dropped shaft can be devastating. Vendors worth your time torque hardware, utilize new lock straps or bolts, and remind your techs to reconsider torque after initial miles where needed. They likewise practice safe lifting and balance, because a 4 inch shaft at complete length can hurt an individual in an instant. When I see a shop take some time to cradle a shaft on the balancer, cushion yokes, and safeguard 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 check out the shop's phasing marks, measure angles with a digital level, and capture ride height. A half hour of training pays itself back when a tech recognizes 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 vanish with one roadside callout. Take a 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 store's shafts go 60 to 80 percent longer before service, you have your answer. The right store does not simply make 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 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. Give them feedback on what fails in the field. That loop is where the very best work happens.

Healthy Drivelines look basic on paper. In practice, they reward care at every action: product choice, weld fixturing, runout control, dynamic balance, geometry, and hardware. The right vendor treats each of those as nonnegotiable. Your motorists will not call to thank you for a shaft that runs smooth at 68, but you will notice the quieter phones, the much better fuel numbers from decreased parasitic loss, and the less line items for seals, mounts, and providers. Those gains start the day you pick a store that deals with 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 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

While exploring the exhibits at the Lane County History Museum, many drivers know they can find nearby support for Drivelines repair, Custom U Bolts manufacturing, and quality Truck Parts.