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 rarely loses sleep over a single universal joint, but the day a truck vibrates at 55 mph, cooks a provider bearing, and gets the rear seal, you feel it twice: when in roadside expense

and once again when a consumer calls about a missed out on delivery. Healthy drivelines do not just keep a truck moving, they safeguard transmissions, differentials, and mounts from abuse. Picking the right shop for custom fabrication, repair, and balance work is less about rate on paper and more about consistency, traceability, and a specialist who can explain why a tube walked out of balance after the last suspension change.

Over twenty years of fielding vibration grievances, I have actually learned that great driveline work looks nearly uninteresting. Joints fit as they should, yokes seat square, balance weights are little and where you anticipate them, and the shop sends you home with notes worth keeping. drivelines When you are examining suppliers for a fleet, you desire that very same quiet skills, backed by process, inventory of critical Truck Parts, and a practical turnaround time that holds up during peak season.

Where driveline jobs go sideways

Most failures do not begin with a bad part. They start with an assumption. Someone assumes the tube is still straight because the truck did not strike anything. Or that a 2-piece shaft can be balanced in halves without examining 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 alter under load. A month later, you are replacing the carrier again.

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

Fabrication quality begins with the ideal questions

Custom fabrication ends up being necessary when wheelbase modifications, PTO equipment changes shaft length, or the OE part is stopped. A strong store asks about your use case, not simply length. Torque loads alter with tailoring and tire size. Ride height impacts angles. Off-road responsibility modifications tube density targets. If the supplier jumps directly to cost without clarifying specifications, 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 on horse power and use. There is no single right option, but there are incorrect ones. A tube that is too light goes out of round under torque and resists balance. A tube that is too heavy can push the shaft's critical speed listed below normal cruise RPM and leave you going after a vibration you can not balance out.

A seasoned producer will talk through crucial speed, which depends upon tube diameter, wall thickness, length, and end restrictions. If you shorten a shaft, that limit increases. If you lengthen for a stretched wheelbase, it drops. I have seen long box vans with tall tailoring pick up a consistent 62 miles per hour shake after a wheelbase modification. The repair was not sticking more weight on the shaft. It was going up 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 parts. Drivelines need dynamic balance, and not simply as soon as. The balance takes if 3 things are true: the tube is straight, welds are concentric, and the yolks are square to television. Shops that survive 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 many heavy truck applications, an excellent dynamic balance tolerance lands in a range you can feel with your hands on the balancer stand, not full-on bench dance. If a store states they always hit no, be wary. There is no zero in the real world, there are appropriate 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 road later. Even a couple of thousandths of an inch of TIR near the weld can stack up to ugly deflection at cruising speed. One fleet I worked with cut its driveline return rate in half by needing the store to tape-record TIR at four positions on each shaft and decline anything over their spec.

Balance is likewise not just about the shaft in isolation. Two-piece drivelines must be put together and stabilized as a system whenever possible. Balancing halves separately just works if you know the slip yoke is indexed and the carrier bearing position is fixed. In practice, store time is minimized the first day and wasted on day 10 when the chauffeur reports a new boom between 45 and 50 miles per hour after a differential swap.

Alignment, phasing, and angles beat guesswork

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

Phasing matters the moment you introduce slip sections, two-piece shafts, or multi-axle PTOs. If the yokes at either end of a shaft are not in stage, the driveline creates shake that you can not balance away. Great stores

scribe clear phasing marks and consist of reassembly notes. Better stores send out 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 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 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 fix a driveline by altering a bushing.

Weld stability and concentricity

Look at the welds. A tidy, even bead with minimal spatter, constant heat tint, and no undercut signals controlled procedure. MIG prevails for tube to yoke because it is repeatable and strong. TIG can make good sense on thin wall work or materials that require more heat control. The weld itself is not the entire story, however. Concentricity, the relationship in between television centerline and the weld yoke bore, rules vibration. I have rejected lovely welds that were off center by the thickness of a matchbook. You feel that at speed.

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

Materials, series, and reasonable part choices

Not every truck need to get the greatest joint you can buy. Oversizing includes weight, inertia, and sometimes packaging headaches. Under a lot of highway conditions, selecting the correct series for torque and joint angle is what keeps you out of trouble. Typical heavy truck families, from 1710 up into the heavy series, cover most road tractors and employment 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 responsibility, or a proven weak link you have seen break.

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

Yokes, straps, and bolt hardware matter more than many people believe. Tossing old strap bolts back in can cost you a driveshaft. Straps extend. Bolt threads gall. Torque worths are not ideas, and they vary by series. If you do not have a spec, 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 a perfect driveline and still burn through carrier bearings if the axle does not stay where it belongs. Custom U Bolts might not seem like a driveline subject, but 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 repeated angle related 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 flexes U bolts on an appropriate press, utilizes graded rod, and cuts threads clean. They likewise determine the stack height so you have full nut engagement without bottoming out. I have actually seen more than one mystery shudder treated with a fresh set of properly sized U bolts and a confirmed re-torque after 500 to 1,000 miles.

Turnaround time and the real expense 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 stocking extra providers to deal with the comebacks, 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 support brackets for popular series. That stock, paired with a recorded balance and runout process, is what makes quick and right possible at the exact same time.

For prepared work, insist on predictability over heroics. A dependable three-day turn-around that holds during busy season beats a shop that in some cases ends up very same day and in some cases requires a week because their only balancer tech took vacation.

Documentation, traceability, and warranty that indicates something

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

Warranty without procedure is marketing. When a store backs their work, ask what they require from you to honor it. If they need return of worn parts for failure analysis, that is a good indication. You learn more from the story of a failed joint than from a quiet exchange. Watch out for vendors who will reveal 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 start fresh

People typically assume repair is cheaper. Sometimes it is not. If television has seen a hard bottoming occasion, if yokes are egged out, or if repeated balance weights accumulate in one location, the more affordable path may be a new assembly. I tend to fix a limit when correcting the alignment of requires more than a light pass, or when weld cleanup would thin the tube wall enough to drop critical speed. Your store must have the ability to show you call sign readings and describe the choice. If they can not, you are gambling.

Carrier bearings deserve the very same judgment. A squealing carrier is not constantly the root cause. If the rubber assistance failed early, look upstream at angles, trip height, and shaft positioning before tossing another bearing in. A great shop will inquire about symptoms and might request measurements before developing parts.

Common driveline misconceptions that lose money

The idea that all vibration is balance associated declines to pass away. If the shake changes with throttle but not with road speed, you are frequently looking 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 taxi that expanded at 58 to 62 miles per hour no matter what gear. 2 shafts, three balances, no repair. We finally inspected rear ride height. One side valve had drifted. Correcting half an inch of suspension height took the boom away with the initial well balanced shaft.

Another misconception is that phasing marks are optional because splines will only fit one way. Some slip assemblies are keyed, numerous are not. If your vendor 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 bigger u-joints constantly last longer can backfire. I have seen large joints running at small angles polish themselves flat into early failure. Joints need to articulate a little to move grease and spread load.

Equipment that separates real shops from pretenders

A dependable driveline store usually has a lineup that looks familiar: a devoted tube straightener, a precision balancer that manages the length and weight of your shafts, robust welding fixtures that manage clocking, and appropriate measuring tools for runout and angle. Look for a store flooring that keeps abrasive grit away from assembly benches. That little detail matters when you are loading grease into a joint.

Ask about calibration schedules for the balancer. Devices drift. A store that logs calibration and keeps a recognized good shaft as a reference cares about repeatability. It also assists to see selection of cones and arbors for different series. Field repairs fail when someone requires a near fit. In the store, that problem appears as off-center clamping that fakes great balance numbers.

Real-world effects of tiny numbers

A couple of thousandths of an inch seems like absolutely nothing in your hand. In a rotating assembly numerous feet long, it ends up being motion at the far end that chews installs 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 big weights to manage. On the road, the truck was fine unloaded and shook under heavy torque. Revamping the weld to 0.004 inch TIR cut balance weight by 2 thirds and solved the loaded shake. The spec did not change, the geometry did.

Similarly, I have actually seen fresh shafts run smooth on the first day 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 solution 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 need predictability and records. The best suppliers lean into that with tagged assemblies, serialized balance sticker labels, and digital copies of work orders you can discard into your maintenance system. Some will include your truck or VIN number to the shaft tag so techs can match parts even if paperwork goes missing.

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

Questions worth asking a potential vendor

- What dynamic balance tolerance range do you hold for heavy truck Drivelines, and how do you confirm 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 handle critical speed concerns on long shafts, and will you record final operating length?
- What service warranty terms use, and what information do you provide for 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, mounts, and measure trip height at the valves.
- Check U bolt torque and look for shifted spring packs or obvious polish on the axle pad.
- Verify phasing marks and joint movement, then look 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 practically smooth rides. A stopped working strap bolt or a dropped shaft can be devastating. Vendors worth your time torque hardware, utilize new lock straps or bolts, and advise your techs to recheck torque after preliminary miles where required. They likewise practice safe lifting and balance, due to the fact that a four inch shaft at complete length can injure an individual in an immediate. When I see a shop require 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 fundamental in-house training module for your techs. Teach them to check out the store's phasing marks, procedure angles with a digital level, and capture trip 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 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 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 response. 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, keep them. Bring them into your preparation for wheelbase changes, 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. 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 deals with each of those as nonnegotiable. Your drivers 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 decreased parasitic loss, and the less line products for seals, installs, and carriers. Those gains start the day you pick a shop 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 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

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