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

expense and once again when a customer 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 purchase 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 walked out of balance after the last suspension change.

Over twenty years of fielding vibration complaints, I have learned that good driveline work looks nearly boring. Joints fit as they should, yokes seat square, balance weights are little and where you expect them, and the shop sends you home with notes worth keeping. When you are assessing suppliers for a fleet, you want that exact same peaceful competence, backed by procedure, stock of vital Truck Parts, and a sensible turnaround time that holds up throughout peak season.

Where driveline jobs go sideways

Most failures do not start with a bad part. They begin with a presumption. Somebody 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 stabilized in halves without examining put together 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 provider again.

A good shop obstructs those failure paths with measurement. They put the shaft on a V-block or balancer and actually read overall suggested runout. They inspect weld concentricity, joint fit, operating angles, and phasing. It sounds easy, however you would marvel the number of locations toss a u-joint in on the bench, grease it, and call it a day.

Fabrication quality starts with the best questions

Custom fabrication ends up being required when wheelbase modifications, PTO equipment changes shaft length, or the OE part is discontinued. A strong shop inquires about your usage case, not simply length. Torque loads alter with gearing and tire size. Ride height affects angles. Off-road duty modifications 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 range, 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 heads out of round under torque and withstands balance. A tube that is too heavy can push the shaft's critical speed below normal cruise RPM and leave you chasing a vibration you can not balance out.

An experienced fabricator will talk through critical speed, which depends upon tube diameter, wall thickness, length, and end restrictions. If you reduce a shaft, that limit rises. If you extend for a stretched wheelbase, it drops. I have actually seen long box vans with tall tailoring choice up a consistent 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 fits for little components. Drivelines require vibrant balance, and not just once. The balance takes if 3 things hold true: the tube is straight, welds are concentric, and the yolks are square to television. Shops that survive on return work purchase 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, a good 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 states they always struck no, be wary. There is no absolutely no in the real life, there are appropriate varieties and repeatable setups.

Ask how they measure runout after welding. An easy dial indication check near each yoke can conserve you hours on the road later on. Even a couple of thousandths of an inch of TIR near the weld can stack up to ugly deflection at travelling speed. One fleet I dealt with cut its driveline return rate in half by needing the shop to tape-record TIR at 4 positions on each shaft and reject anything over their spec.

Balance is also not just about the shaft in seclusion. Two-piece drivelines need to be assembled and balanced as an unit whenever possible. Stabilizing halves individually only works if you know the slip yoke is indexed and the provider bearing position is repaired. In practice, store time is saved money on day one 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 destroy it with bad geometry. Universal joints want operating angles in the very same aircraft and within a narrow range. 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 velocity changes. Less than half a degree can cause brinelling from lack of motion. More than about 5 degrees on a stable highway runner can invite heat and short joint life.

Phasing matters the minute you introduce slip areas, two-piece shafts, or multi-axle PTOs. If the yokes at either end of a shaft are not in stage, the driveline creates shake that you can not balance away. Excellent stores scribe clear phasing marks and consist of reassembly notes. Much better shops send out a picture or diagram with the job ticket so your tech can confirm alignment when a transmission comes out six months later.

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

Weld stability and concentricity

Look at the welds. A tidy, even bead with minimal spatter, consistent heat tint, and no undercut signals controlled procedure. MIG prevails for tube to yoke since it is repeatable and strong. TIG can make good sense on thin wall work or products that need more heat control. The weld itself is not the entire story, though. Concentricity, the relationship in between the tube centerline and the weld yoke bore, rules vibration. I have actually turned down stunning 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 alignment 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 as smoother running and longer u-joint life.

Materials, series, and practical part choices

Not every truck must get the biggest joint you can buy. Oversizing includes weight, inertia, and often product packaging headaches. Under a lot of highway conditions, picking the correct series for torque and joint angle is what keeps you out of trouble. Common heavy truck families, from 1710 up into the heavy series, cover a lot of road tractors and occupation trucks. If the store can not inform you why they spec a dive in series, keep asking up until they connect it to torque load, PTO task, or a proven weak spot you have seen break.

Greaseable versus sealed joints turns up often. Sealed joints minimize maintenance however 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 option. Consist of the environment. Dispose trucks and mixers see more grit than linehaul. What survives 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 extend. Bolt threads gall. Torque values are not recommendations, and they differ by series. If you do not have a spec, your supplier should. If they hand you parts without torque guidance, ask for it, or discover someone who will.

Custom U Bolts and the concealed link to driveline health

You can have an ideal driveline and still burn through carrier bearings if the axle does not remain where it belongs. Custom U Bolts might not look like a driveline topic, however they clamp the axle to the spring pack and keep pinion angle steady. When a U bolt loses securing force, the axle wraps under torque, the angle spikes, and the rear joint runs hot. In fleets with 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 store bends U bolts on an appropriate press, uses graded rod, and cuts threads tidy. They likewise measure the stack height so you have complete 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 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 once again, but if you are stocking extra carriers to handle the comebacks, that is not a win. Ask a vendor how they triage work. Some keep a stock of typical Truck Parts like slip yokes, weld yokes, u-joints, provider bearings, and center support brackets for popular series. That stock, coupled with a documented balance and runout procedure, is what makes quickly and right possible at the very same time.

For prepared work, demand predictability over heroics. A trustworthy three-day turnaround that holds throughout busy season beats a shop that in some cases completes very same day and in some cases requires a week since their only balancer tech took vacation.

Documentation, traceability, and warranty that suggests something

Documentation informs 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 guidelines like phasing marks or slip yoke indexing. In a fleet setting, that paperwork assists your own techs avoid rework later.

Warranty without procedure is marketing. When a shop backs their work, ask what they need from you to honor it. If they need return of used parts for failure analysis, that is a good indication. 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 used cap and talk through the wear pattern, from red rust dust to incorrect brinelling. Those conversations make your trucks better.

When to repair and when to begin fresh

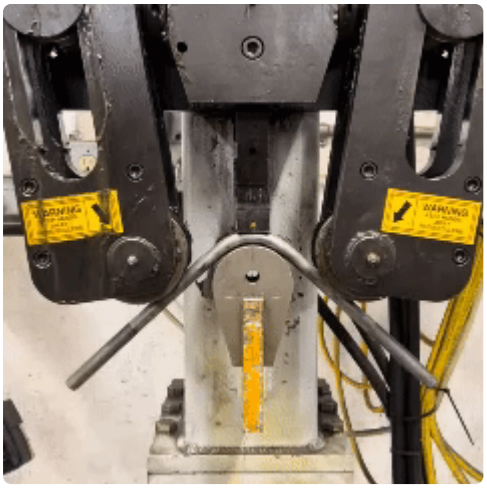
People typically presume repair is more affordable. In some cases it is not. If television has actually seen a tough bottoming event, if yokes are egged out, or if duplicated balance weights pile up in one area, the more cost-effective course might be a new assembly. I tend to fix a limit when aligning requires more than a light pass, or when weld clean-up would thin television wall enough to drop critical speed. Your shop needs to be able to show you call indication readings and discuss the choice. If they can not, you are gambling.

Carrier bearings deserve the exact same judgment. A screeching carrier is not always the origin. If the rubber assistance failed early, look upstream at angles, trip height, and shaft alignment before tossing another bearing in. An excellent store will ask about signs and might ask for measurements before constructing parts.

Common driveline misconceptions that lose money

The concept that all vibration is balance related 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 alters with roadway 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 mph no matter what gear. 2 shafts, three balances, no fix. We finally inspected rear ride height. One side valve had actually drifted. Fixing half an inch of suspension height took the boom away with the original well balanced shaft.

Another myth is that phasing marks are optional due to the fact that splines will just go together one way. Some slip assemblies are keyed, lots of are not. If your vendor does not add a noticeable mark and recheck after assembly, your tech in the field might clock it wrong 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 oversized joints performing at tiny angles polish themselves flat into early failure. Joints need to articulate a little to move grease and spread load.

Equipment that separates genuine stores from pretenders

A trusted driveline store normally 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 control clocking, and appropriate measuring tools for runout and angle. Look for a shop flooring that keeps abrasive grit away from assembly benches. That small detail matters when you are packing grease into a joint.

Ask about calibration schedules for the balancer. Makers wander. A shop that logs calibration and keeps a recognized great shaft as a recommendation appreciates repeatability. It also assists to see selection of cones and arbors for different series. Field repairs stop working when somebody requires a near fit. In the shop, that problem shows up as off-center securing that phonies excellent balance numbers.

Real-world repercussions of small numbers

A couple of thousandths of an inch feels like nothing in your hand. In a turning assembly several feet long, it ends up being movement at the back that chews installs and oil seals. I when determined 0.012 inch TIR on a newly bonded tube that looked best to the eye. On the balancer, it took multiple big weights to control. 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 two thirds and solved the loaded shake. The spec did not alter, the geometry did.

Similarly, I have actually seen fresh shafts run smooth on the first day and pick up a harmonic at 1,500 miles. Later evaluation 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 bargain bins. Truck Parts are not all equal 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 stickers, 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 paperwork goes missing.

Mobile service has a place, especially for remove and change, however I have yet to see mobile rigs match store balance quality on heavy assemblies. Use mobile for triage and installs, not for complete fabrication unless the

vendor shows 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 vendor builds the extra to the very same measurements and phasing as the truck. Excellent documentation makes that easy.

Questions worth asking a possible vendor

- What dynamic balance tolerance range do you hold for heavy truck Drivelines, and how do you validate runout after welding?
- Do you balance multi-piece shafts put together, and do you tape-record phasing and slip yoke orientation?
- What tube sizes and wall densities do you stock, and how do you decide between repair and new builds?
- How do you handle crucial speed concerns on long shafts, and will you record last operating length?
- What guarantee terms apply, and what information 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 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 moved spring packs or obvious polish on the axle pad.
- Verify phasing marks and joint motion, then look for rust dust around caps.
- If a shaft was 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 almost smooth rides. A stopped working strap bolt or a dropped shaft can be devastating. Suppliers worth your time torque hardware, use new lock straps or bolts, and advise your techs to reconsider torque after preliminary miles where required. They likewise practice safe lifting and balance, since a 4 inch shaft at full length drivelines can hurt a person in an immediate. When I see a store take 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 in-house training module for your techs. Teach them to read the shop's phasing marks, step 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 couple of hundred dollars on a rebuild can disappear with one roadside callout. Take a look at overall expense 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, hold onto them. Bring them into your preparation for wheelbase changes, axle ratio swaps, suspension upgrades, and PTO projects. Let them spec Custom U Bolts when you change spring packs and request their torque sheets for your handbooks. Provide feedback on what stops working in the field. That loop is where the very best work happens.

Healthy Drivelines look simple on paper. In practice, they reward care at every action: product option, weld fixturing, runout control, dynamic balance, geometry, and hardware. The ideal supplier deals with each of those as nonnegotiable. Your drivers will not contact us to thank you for a shaft that runs smooth at 68, however you will notice the quieter phones, the much better fuel numbers from lowered parasitic loss, and the fewer line items for seals, mounts, and carriers. Those gains begin the day you select a store that treats balance as a process, not a one-time device 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.