

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 budget plans. A fleet supervisor hardly ever loses sleep over a single universal joint, however the day a truck vibrates at 55 mph, cooks a provider bearing, and secures the rear seal, you feel it two

times: once in roadside expense and once again when a client calls about a missed shipment. Healthy drivelines do not just keep a truck moving, they safeguard transmissions, differentials, and mounts from abuse. Selecting the right buy custom fabrication, repair, and balance work is less about cost on paper and more about consistency, traceability, and a service technician who can discuss why a tube went out of balance after the last suspension change.

Over twenty years of fielding vibration complaints, I have actually learned that great driveline work looks practically dull. Joints fit as they should, yokes seat square, balance weights are small and where you expect them, and the shop sends you home with notes worth keeping. When you are evaluating suppliers for a fleet, you desire that same quiet proficiency, backed by procedure, inventory of crucial Truck Parts, and a practical turnaround time that holds up throughout peak season.

Where driveline jobs go sideways

Most failures do not begin with a bad part. They begin with an assumption. Somebody presumes television is still straight due to the fact that the truck did not hit 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 changing the provider again.

An excellent shop obstructs those failure courses with measurement. They put the shaft on a V-block or balancer and really read total showed runout. They check weld concentricity, joint fit, operating angles, and phasing. It sounds easy, but you would marvel how many locations throw a u-joint in on the bench, grease it, and call it a day.

Fabrication quality begins with the ideal questions

Custom fabrication becomes essential when wheelbase modifications, PTO equipment alters shaft length, or the OE part is terminated. A strong store inquires about your usage case, not just length. Torque loads alter with tailoring and tire size. Ride height impacts angles. Off-road responsibility modifications tube thickness targets. If the vendor leaps straight to price without clarifying specifications, keep interviewing.

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

A seasoned fabricator will talk through important speed, which depends upon tube diameter, wall density, length, and end constraints. If you shorten a shaft, that limit increases. If you lengthen for an extended wheelbase, it drops. I have actually seen long box vans with tall tailoring pick up a relentless 62 mph shake after a wheelbase adjustment. The fix was not sticking more weight on the shaft. It was going up a tube size and rebushing the provider to manage motion.

Balancing that holds over time

Static balance on a bench fits for little elements. Drivelines need vibrant balance, and not just as soon as. The balance takes if 3 things are true: the tube is directly, welds are concentric, and the yolks are square to television. Shops that live on return work buy a hard 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 good dynamic balance tolerance lands in a variety you can feel with your hands on the balancer stand, not full-on bench dance. If a store states they constantly struck absolutely no, be wary. There is no zero in the real life, there are appropriate ranges and repeatable setups.

Ask how they measure runout after welding. A basic dial indication 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 ugly deflection at travelling speed. One fleet I worked with cut its driveline return rate in half by needing the shop to tape TIR at 4 positions on each shaft and turn down anything over their spec.

Balance is likewise not just about the shaft in isolation. Two-piece drivelines should be assembled and balanced as a system whenever possible. Stabilizing halves separately only works if you know the slip yoke is indexed and the provider bearing position is fixed. In practice, shop time is minimized the first day and squandered on day 10 when the motorist reports a new boom 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 running 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 absence of motion. More than about 5 degrees on a constant highway runner can invite 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 stage, the driveline develops shake that you can not balance away. Great shops scribe clear phasing marks and include reassembly notes. Better stores send out a photo or diagram with the task ticket so your tech can validate 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 specification under load if trip height valves are misadjusted, swinging the rear joint angle. If a truck has a consistent shudder leaving a stop, procedure pinion angle at both crammed and unloaded trip heights before you tear into the shaft once again. In some cases you repair a driveline by changing a bushing.

Weld integrity and concentricity

Look at the welds. A clean, even bead with very little spatter, consistent heat tint, and no undercut signals managed procedure. MIG prevails for tube to yoke because it is repeatable and strong. TIG can make sense on thin wall work or materials that require 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 declined 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 validate bore-to-tube positioning will brag about their jigs. They likewise mark yokes for clocking so you are not depending on an eyeballed [truck parts](#) ninety degrees. That practice shows up later on as smoother running and longer u-joint life.

Materials, series, and reasonable part choices

Not every truck ought to get the most significant joint you can buy. Oversizing adds weight, inertia, and sometimes packaging headaches. Under many highway conditions, choosing the right series for torque and joint angle is what keeps you out of problem. Common heavy truck households, from 1710 up into the heavy series,

cover the majority of roadway tractors and employment trucks. If the shop can not tell you why they spec a jump in series, keep asking till they tie it to torque load, PTO task, or a proven weak link you have seen break.

Greaseable versus sealed joints turns up often. Sealed joints lower upkeep 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 choice. Include the environment. Dump trucks and mixers see more grit than linehaul. What makes it through on an asphalt runner might pass away fast on a quarry road.

Yokes, straps, and bolt hardware matter more than many people think. Tossing 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 supplier should. If they hand you parts without torque guidance, ask for it, or discover somebody who will.

Custom U Bolts and the covert link to driveline health

You can have a best driveline and still burn through carrier bearings if the axle does not remain where it belongs. Custom U Bolts may not look like a driveline subject, but they clamp the axle to the spring pack and keep pinion angle stable. When a U bolt loses securing force, the axle covers 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.

A great suspension or driveline shop bends U bolts on a correct press, uses graded rod, and cuts threads tidy. They also measure the stack height so you have complete 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 verified re-torque after 500 to 1,000 miles.

Turnaround time and the real cost of speed

Fast is excellent if it is repeatable. A rush weld and balance can get a hotshot moving again, but if you are equipping additional providers to handle the returns, 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, carrier bearings, and center assistance brackets for popular series. That stock, coupled with a documented balance and runout procedure, is what makes quickly and right possible at the same time.



For prepared work, demand predictability over heroics. A reputable three-day turn-around that holds throughout busy season beats a shop that often completes exact same day and sometimes requires a week because their only balancer tech took vacation.

Documentation, traceability, and service warranty that implies something

Documentation tells you what you are paying for. At a minimum, you desire the completed 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 documentation assists 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 require return of worn parts for failure analysis, that is an excellent 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 reveal 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 less expensive. Often it is not. If the tube has seen a tough bottoming event, if yokes are egged out, or if duplicated balance weights accumulate in one location, the more affordable path might be a new assembly. I tend to draw the line when correcting the alignment of needs more than a light pass, or when weld clean-up would thin the tube wall enough to drop important speed. Your store ought to have the ability to show you dial indication readings and describe the choice. If they can not, you are gambling.

Carrier bearings are worthy of the very same judgment. A screeching carrier is not constantly the root cause. If the rubber assistance failed early, look upstream at angles, trip height, and shaft alignment before throwing another bearing in. A great store will inquire about signs and may request measurements before constructing parts.

Common driveline misconceptions that waste money

The idea that all vibration is balance related declines to pass away. If the shake modifications with throttle but not with road speed, you are often taking a look at an angle or mount problem. If it alters with road speed but not engine load, balance or tire match is a better bet. I worked a case on a day cab that expanded at 58 to 62 mph no matter what gear. Two shafts, three balances, no fix. We lastly examined rear ride height. One side valve had actually drifted. Fixing half an inch of suspension height took the boom away with the initial balanced shaft.



Another myth is that phasing marks are optional due to the fact that splines will just fit one way. Some slip assemblies are keyed, many are not. If your supplier does not add a noticeable mark and recheck after assembly, your tech in the field may clock it incorrect after a transmission pull and chase after a vibration for weeks.

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

Equipment that separates real stores from pretenders

A trustworthy driveline store generally has a lineup that looks familiar: a dedicated tube straightener, an accuracy balancer that handles the length and weight of your shafts, robust welding fixtures that control clocking, and correct measuring tools for runout and angle. Search for a store floor that keeps abrasive grit away from assembly benches. That small 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 helps to see selection of cones and arbors

for different series. Field repairs stop working when somebody requires a near fit. In the shop, that issue appears as off-center clamping that phonies excellent balance numbers.

Real-world consequences of small numbers

A few thousandths of an inch feels like nothing in your hand. In a turning assembly numerous feet long, it becomes movement at the back that chews installs and oil seals. I once determined 0.012 inch TIR on a newly welded tube that looked best to the eye. On the balancer, it took several big weights to control. On the roadway, the truck was fine unloaded and shook under heavy torque. Reworking the weld to 0.004 inch TIR cut balance weight by two thirds and fixed the packed shake. The spec did not alter, 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 inspection revealed spalled slip yoke splines. The joint greased fine, but the spline fit was bad and picked up load chatter. The service was a matched yoke and sleeve from a single supplier, 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 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 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 eliminate and change, but I have yet to see mobile rigs match shop balance quality on heavy assemblies. Use mobile for triage and installs, not for full fabrication unless the supplier proves their ability. For rural or high uptime operations, think about keeping a spare balanced shaft for your most common models. That only works if your vendor constructs the spare to the exact same measurements and phasing as the truck. Excellent documentation makes that easy.

Questions worth asking a potential 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 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 handle critical speed concerns on long shafts, and will you record last operating length?
- What guarantee terms use, and what details do you offer torque values, reassembly, and maintenance?

A short field triage when a truck vibrates

- Note the speed range and whether the vibration tracks roadway speed, engine RPM, or throttle.
- Inspect provider bearing rubber, mounts, and measure ride height at the valves.
- Check U bolt torque and search for shifted 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 previous service notes.

Safety and training keep the next individual safe

Driveline work is not practically smooth trips. A stopped working strap bolt or a dropped shaft can be disastrous. Vendors worth your time torque hardware, use new lock straps or bolts, and advise your techs to reconsider torque after initial miles where required. They also practice safe lifting and balance, due to the fact that a 4 inch shaft at full length can injure a person in an immediate. When I see a shop take some 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 in-house training module for your techs. Teach them to read the shop's phasing marks, procedure 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 disappear with one roadside callout. Take a look at overall expense per 100,000 miles, not per invoice. 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 shop does not just 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 changes, axle ratio swaps, suspension upgrades, and PTO projects. 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 very best work happens.

Healthy Drivelines look easy on paper. In practice, they reward care at every step: material choice, weld fixturing, runout control, vibrant balance, geometry, and hardware. The best supplier deals with each of those as nonnegotiable. Your motorists will not call to thank you for a shaft that runs smooth at 68, however you will see the quieter phones, the better fuel numbers from minimized parasitic loss, and the less line products for seals, mounts, and carriers. Those gains start the day you pick a shop that deals with 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

Anderson Brothers Truck & Equipment has a phone number of (541) 688-8686

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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/ta67Qi9fc5DCZZp7>

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](tel:5416888686) 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](tel:5416888686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

Visitors enjoying outdoor time at [Alton Baker Park](#) are only a short drive from expert Drivelines repair, Custom U Bolts services, and high-quality Truck Parts.

