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: as soon as

in roadside expense and again when a consumer calls about a missed out on shipment. Healthy drivelines do not simply keep a truck moving, they secure transmissions, differentials, and installs from abuse. Selecting the right purchase custom fabrication, repair, and balance work is less about rate on paper and more about consistency, traceability, and a service technician who can discuss why a tube left of balance after the last suspension change.

Over twenty years of fielding vibration complaints, I have actually learned that excellent driveline work looks practically 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 examining vendors for a fleet, you want that very same peaceful skills, backed by procedure, stock of vital Truck Parts, and a reasonable turnaround time that holds up during peak season.

Where driveline tasks go sideways

Most failures do not begin with a bad part. They begin with a presumption. Someone presumes television is still straight due to the fact that the truck did not hit anything. Or that a 2-piece shaft can be stabilized in halves without checking 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 store obstructs those failure courses with measurement. They put the shaft on a V-block or balancer and actually read overall suggested runout. They examine weld concentricity, joint fit, operating angles, and phasing. It sounds simple, 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 best questions

Custom fabrication ends up being essential when wheelbase modifications, PTO equipment alters shaft length, or the OE part is terminated. A strong shop asks about your use case, not just length. Torque loads alter with gearing and tire size. Ride height impacts angles. Off-road responsibility modifications tube density targets. If the vendor jumps straight to cost without clarifying specifications, keep interviewing.

On medium and heavy trucks, common tube sizes run in the 3 to 5 inch OD variety, with wall thickness from about 0.083 to 0.188 inch depending on horsepower and usage. There is no single appropriate option, however 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 push the shaft's vital speed below regular cruise RPM and leave you going after a vibration you can not balance out.

A seasoned producer will talk through vital speed, which depends on tube diameter, wall thickness, length, and end restrictions. If you shorten a shaft, that limit increases. If you extend for an extended wheelbase, it drops. I have seen long box vans with tall tailoring choice up a persistent 62 mph 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 small parts. Drivelines need vibrant balance, and not simply once. The balance takes if 3 things are true: television is straight, welds are concentric, and the yolks are square to the tube. Shops that live on return work buy a tough bearing balancer sized for heavy shafts, with cones and arbors that fit your series. They work to tight tolerances. For numerous heavy truck applications, a great vibrant balance

tolerance lands in a variety you can feel with your hands on the balancer stand, not full-on bench dance. If a store says they constantly struck no, be wary. There is no absolutely no in the real world, there are appropriate ranges and repeatable setups.

Ask how they determine runout after welding. An easy dial sign check near each yoke can save you hours on the roadway later on. 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 store to tape-record TIR at four positions on each shaft and reject anything over their spec.



Balance is also not practically the shaft in isolation. Two-piece drivelines should be put together and stabilized as a system whenever possible. Balancing halves individually just works if you understand the slip yoke is indexed and the carrier bearing position is repaired. In practice, store time is saved money on day one and lost on day ten when the motorist reports a new boom in between 45 and 50 mph after a differential swap.

Alignment, phasing, and angles beat guesswork

You can build the most beautiful shaft in the county, then destroy it with bad geometry. Universal joints desire operating angles in the exact same airplane and within a narrow range. Fleet experience says 1 to 3 degrees of running angle is a healthy target for highway trucks, with input and output angles carefully matched to cancel speed fluctuations. Less than half a degree can cause brinelling from absence of movement. More than about 5 degrees on a stable 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 produces shake that you can not balance away. Great stores scribe clear phasing marks and consist of reassembly notes. Better shops send out an image or diagram with the job ticket so your tech can verify positioning when a transmission comes out 6 months later.

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

Weld integrity and concentricity

Look at the welds. A clean, 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 sense on thin wall work or products that need more heat control. The weld itself is not the entire story, however. Concentricity, the relationship between television centerline and the weld yoke bore, rules vibration. I have actually rejected lovely 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 validate bore-to-tube alignment will extol their jigs. They also mark yokes for clocking so you are not depending on an eyeballed ninety degrees. That routine appears later on as smoother running and longer u-joint life.

Materials, series, and reasonable part choices

Not every truck ought to get the biggest joint you can purchase. Oversizing adds weight, inertia, and sometimes packaging headaches. Under most highway conditions, picking the proper series for torque and joint angle is what keeps you out of difficulty. Typical heavy truck families, from 1710 up into the heavy series, cover many roadway tractors and professional trucks. If the store 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 spot you have seen break.

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

Yokes, straps, and bolt hardware matter more than most people think. Throwing old strap bolts back in can cost you a driveshaft. Straps stretch. 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 somebody who will.

Custom U Bolts and the hidden link to driveline health

You can have a perfect driveline and still burn through provider bearings if the axle does not stay where it belongs. Custom U Bolts may not seem like a driveline subject, however they clamp the axle to the spring pack and keep pinion angle steady. When a U bolt loses securing force, the axle covers under torque, the angle spikes, and the rear joint runs hot. In fleets with repeated angle associated failures, I look hard at U bolt sizing, thread engagement, washer and nut quality, and re-torque practices after spring work.

A good suspension or driveline shop bends U bolts on a correct press, utilizes graded rod, and cuts threads clean. They likewise measure the stack height so you have complete nut engagement without bottoming out. I have seen more than one secret shudder cured 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 cost of speed

Fast is excellent if it is repeatable. A rush weld and balance can get a hotshot moving again, however if you are stocking extra 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 stock, paired with a documented balance and runout procedure, is what makes fast and right possible at the same time.

For planned work, insist on predictability over heroics. A trustworthy three-day turnaround that holds during hectic season beats a store that often ends up very same day and in some cases requires a week because their only balancer tech took vacation.

Documentation, traceability, and warranty that suggests something

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

Warranty without process is marketing. When a store backs their work, ask what they require from you to honor it. If they need return of used parts for failure analysis, that is a great indication. You learn more from the story of a stopped working joint than from a silent exchange. Keep an eye out for suppliers who will show you a worn cap

and talk through the wear pattern, from red rust dust to incorrect brinelling. Those discussions make your trucks better.



When to repair and when to start fresh

People often assume repair is less expensive. Sometimes it is not. If the tube has seen a difficult bottoming event, if yokes are egged drivelines out, or if duplicated balance weights accumulate in one location, the more cost-effective course might be a new assembly. I tend to draw the line when correcting needs more than a light pass, or when weld cleanup would thin the tube wall enough to drop important speed. Your store ought to be able to reveal you dial indication readings and explain the choice. If they can not, you are gambling.

Carrier bearings are worthy of the very same judgment. A screeching provider is not constantly the source. If the rubber support stopped working early, look upstream at angles, ride height, and shaft positioning before throwing another bearing in. A great shop will inquire about symptoms and may request measurements before constructing parts.

Common driveline myths that lose money

The idea that all vibration is balance associated declines to die. If the shake changes with throttle however not with roadway speed, you are typically taking a look at an angle or mount issue. 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 grew at 58 to 62 miles per hour no matter what equipment. 2 shafts, 3 balances, no repair. We lastly inspected rear trip height. One side valve had wandered. Remedying half an inch of suspension height took the boom away with the initial well balanced shaft.

Another misconception is that phasing marks are optional since splines will just go together one method. Some slip assemblies are keyed, lots of are not. If your vendor does not include a noticeable mark and recheck after assembly, your tech in the field may clock it wrong 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 seen oversized joints running at small 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 dependable driveline shop normally has a lineup that looks familiar: a dedicated tube straightener, a precision balancer that handles the length and weight of your shafts, robust welding components that control clocking, and appropriate measuring tools for runout and angle. Look for a store flooring that keeps abrasive grit far from assembly benches. That small information matters when you are packing grease into a joint.

Ask about calibration schedules for the balancer. Makers drift. A store that logs calibration and keeps a recognized excellent shaft as a reference appreciates repeatability. It also assists to see assortment of cones and arbors for different series. Field repairs fail when somebody forces a near fit. In the store, that issue appears as off-center clamping that fakes great balance numbers.

Real-world repercussions of small numbers

A few thousandths of an inch seems like absolutely nothing in your hand. In a turning assembly a number of feet long, it ends up being movement at the far end that chews mounts and oil seals. I once determined 0.012 inch TIR on a freshly bonded tube that looked best to the eye. On the balancer, it took numerous big weights to manage. 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 2 thirds and fixed the crammed shake. The spec did not change, the geometry did.

Similarly, I have seen fresh shafts run smooth on day one and get a harmonic at 1,500 miles. Later assessment showed spalled slip yoke splines. The joint greased fine, however the spline fit was bad and got 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 very best suppliers lean into that with tagged assemblies, serialized balance stickers, and digital copies of work orders you can discard into your upkeep system. Some will include your truck or VIN number to the shaft tag so techs can match parts even if documents goes missing.

Mobile service belongs, especially for remove 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 proves their capability. For rural or high uptime operations, consider keeping an extra balanced shaft for your most common designs. That just works if your vendor builds the spare to the same measurements and phasing as the truck. Excellent documentation makes that easy.

Questions worth asking a potential 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 assembled, and do you tape-record phasing and slip yoke orientation?
- What tube sizes and wall thicknesses do you stock, and how do you decide in between repair and new builds?
- How do you manage important speed issues on long shafts, and will you record last operating length?

- What service warranty terms apply, and what info 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 telltale polish on the axle pad.
- Verify phasing marks and joint movement, then look for rust dust around caps.
- If a shaft was just recently apart, validate 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 failed strap bolt or a dropped shaft can be disastrous. Suppliers worth your time torque hardware, use new lock straps or bolts, and advise your techs to reconsider torque after initial miles where needed. They also practice safe lifting and balance, because a four inch shaft at full length can injure an individual in an instant. When I see a shop require time to cradle a shaft on the balancer, cushion yokes, and secure splines from grit, I trust them more with our individuals and our equipment.

Invest in a standard in-house training module for your techs. Teach them to read the store's phasing marks, step 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 value over a year, not a day

Saving a couple of hundred dollars on a rebuild can vanish with one roadside callout. Look at overall expense per 100,000 miles, not per invoice. Track comebacks. Compare bearing and joint life by truck and supplier. 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 find that partner, hold onto them. Bring them into your planning for wheelbase modifications, 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 stops working in the field. That loop is where the best work happens.

Healthy Drivelines look basic on paper. In practice, they reward care at every step: material option, weld fixturing, runout control, dynamic balance, geometry, and hardware. The ideal supplier treats each of those as nonnegotiable. Your drivers will not call to thank you for a shaft that runs smooth at 68, however you will see the quieter phones, the much better fuel numbers from reduced parasitic loss, and the less line items for seals,

installs, and providers. Those gains start the day you select 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
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Anderson Brothers Truck & Equipment has Google Maps listing https://maps.app.goo.gl/ta67Qi9fc5DCZZzp7
Anderson Brothers Truck & Equipment has Facebook page https://www.facebook.com/andersonbrotherseugene
Anderson Brothers Truck & Equipment has an Instagram page https://www.instagram.com/andersonbrotherste/
Anderson Brothers Truck & Equipment won Top Driveline and Truck Part Company 2025
Anderson Brothers Truck & Equipment earned Best Customer Service Award 2024
Anderson Brothers Truck & Equipment was awarded Best Custom U Bolts 2025

People Also Ask about Anderson Brothers Truck & Equipment

What does Anderson Brothers Truck & Equipment do in Eugene, Oregon?

Anderson Brothers Truck & Equipment is a Eugene-based truck parts and repair company that provides custom U-bolt bending, driveline repair and replacement, new and used truck parts, and other medium- and heavy-duty truck services. They have served the area since 1949.

Where is Anderson Brothers Truck & Equipment located?

Anderson Brothers Truck & Equipment is located at 2640 Highway 99 N, Eugene, Oregon 97402. Our website also lists phone number (541) 688-8686 and business hours for local customers needing parts or repair service.

How long has Anderson Brothers Truck & Equipment been in business?

Anderson Brothers has been serving Eugene since 1949. The business is a long-established local provider of truck parts, fabrication, and repair services.

Does Anderson Brothers Truck & Equipment sell new and used truck parts?

Yes. Anderson Brothers sells both new and used truck parts for medium- and heavy-duty vehicles. We focus on parts categories such as brakes and drums, wheel shafts, Baldwin filters, straps and tie downs, exhaust parts, and other accessories.

Does Anderson Brothers Truck & Equipment offer local truck parts delivery?

Yes. The company offers local delivery for truck parts in Eugene and Springfield, and our truck parts page also notes delivery to Eugene, Springfield, and surrounding areas.

What driveline services does Anderson Brothers Truck & Equipment provide?

Anderson Brothers specializes in custom driveline solutions, including driveline replacement, drive shaft repair, and precision fabrication. These services are available for heavy trucks, cars, and pickup trucks.

Can Anderson Brothers Truck & Equipment make custom U-bolts?

Yes. We offer custom U-bolt bending in Eugene and can produce U-bolts in different lengths, widths, thread sizes, and thicknesses. We can bend both round and square U-bolts depending on the application.

What truck repair services does Anderson Brothers Truck

& Equipment offer?

We perform repair and maintenance work for medium- and heavy-duty trucks, including flywheel resurfacing, oil changes, brake services, suspension repair, and king pin replacement. We work to reduce downtime and keep trucks performing at their best.

What truck brands does Anderson Brothers Truck & Equipment service and supply parts for?

Anderson Brothers says it services and supplies parts for major truck and equipment brands including Freightliner, Kenworth, Peterbilt, Mack, Volvo, and Cummins, among others.

Who owns Anderson Brothers Truck & Equipment?

Anderson Brothers is now led by the Weld Family, who also own Buck's Sanitary Services and Royal Flush Environmental Services. The current ownership remains focused on serving Eugene and the surrounding community.

Where is Anderson Brothers Truck & Equipment located?

The Anderson Brothers Truck & Equipment is conveniently located at 2640 State Hwy 99 N #1, Eugene, OR 97402. You can easily find directions on Google Maps or call at (541) 688-8686 Monday through Friday 7:30am to 6:00pm, Saturday 8:00am to 2:00pm. Closed Sundays.

How can I contact Anderson Brothers Truck & Equipment?

You can contact Anderson Brothers Truck & Equipment by phone at: (541) 688-8686, visit their website at https://andersonbrotherste.com/ or connect on social media via Facebook or Instagram

After visiting Skinner Butte Park, truck owners and fleet managers nearby often rely on trusted Drivelines service, Custom U Bolts fabrication, and dependable Truck Parts to keep their vehicles running smoothly.