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, however the day a truck vibrates at 55 mph, cooks a carrier bearing, and takes out the rear seal, you feel it two times: when in

roadside cost and once again when a customer calls about a missed shipment. Healthy drivelines do not just keep a truck moving, they secure transmissions, differentials, and mounts from abuse. Choosing the right purchase custom fabrication, repair, and balance work is less about price on paper and more about consistency, traceability, and a service technician who can describe why a tube went out of balance after the last suspension change.

Over twenty years of fielding vibration grievances, I have learned that excellent driveline work looks almost uninteresting. Joints fit as they should, yokes seat square, balance weights are small and where you expect them, and the store sends you home with notes worth keeping. When you are examining vendors for a fleet, you want that same peaceful competence, backed by process, stock of crucial Truck Parts, and a reasonable turnaround time that holds up during peak season.

Where driveline jobs go sideways

Most failures do not begin with a bad part. They begin with a presumption. Someone presumes the tube is still straight since 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 entrusts to a subtle vibration that grows as bushings settle and angles alter under load. A month later on, you are replacing the carrier again.

A good store blocks those failure paths with measurement. They put the shaft on a V-block or balancer and really check out total suggested runout. They examine weld concentricity, joint fit, running angles, and phasing. It sounds easy, however you would be surprised the number of places toss a u-joint in on the bench, grease it, and call it a day.

Fabrication quality starts with the right questions

Custom fabrication becomes essential when wheelbase changes, PTO equipment modifies shaft length, or the OE part is stopped. A strong store asks about your usage 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 price without clarifying specs, keep interviewing.

On medium and heavy trucks, typical tube sizes run in the 3 to 5 inch OD range, with wall density from about 0.083 to 0.188 inch depending on horsepower and usage. There is no single correct option, however there are incorrect 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 listed below normal cruise RPM and leave you chasing a vibration you can not balance out.

A seasoned producer will talk through critical speed, which depends on tube size, wall thickness, length, and end restraints. If you shorten a shaft, that limit rises. If you lengthen for a stretched wheelbase, it drops. I have actually seen long box vans with tall gearing choice up a consistent 62 mph shake after a wheelbase modification. The repair was not sticking more weight on the shaft. It was increasing a tube size and rebushing the provider to control motion.

Balancing that holds over time

Static balance on a bench has its place for small parts. Drivelines need dynamic balance, and not simply as soon as. The balance takes if three things hold true: television is straight, welds are concentric, and the yolks are square to television. 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 many heavy truck applications, an excellent vibrant balance tolerance lands in a variety you can feel with your hands on the balancer stand, not full-on bench dance. If a shop says they constantly struck no, beware. There is no absolutely no in the real life, there are acceptable ranges and repeatable setups.

Ask how they determine runout after welding. An easy dial indicator 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 accumulate to unsightly 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 4 positions on each shaft and turn down anything over their spec.

Balance is likewise not almost the shaft in isolation. Two-piece drivelines should be put together and stabilized as an unit whenever possible. Stabilizing halves individually just works if you understand the slip yoke is indexed and the provider bearing position is fixed. In practice, shop time is minimized day one and lost on day ten 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 build the most beautiful 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 says 1 to 3 degrees of running angle is a healthy target for highway trucks, with input and output angles closely matched to cancel velocity fluctuations. Less than half a degree can cause brinelling from absence of motion. More than about 5 degrees on a steady highway runner can welcome 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 produces shake that you can not balance away. Great shops scribe clear phasing marks and include reassembly notes. Much better stores send out an image or diagram with the task ticket so your tech can validate alignment when a transmission comes out six months later.

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

Weld integrity and concentricity

Look at the welds. A tidy, even bead with minimal spatter, consistent heat tint, and no undercut signals managed procedure. MIG prevails for tube to yoke since 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 between the tube centerline and the weld yoke bore, rules vibration. I have rejected beautiful welds that were off center by the thickness of a matchbook. You feel that at speed.

Shops that fixture every weld, clock the yokes, and verify bore-to-tube alignment will brag about their jigs. They also mark yokes for clocking so you are not relying on an eyeballed ninety degrees. That routine appears later as smoother running and longer u-joint life.

Materials, series, and reasonable part choices

Not every truck need to get the biggest joint you can buy. Oversizing includes weight, inertia, and sometimes packaging headaches. Under a lot of highway conditions, picking the appropriate series for torque and joint angle is what keeps you out of trouble. Common heavy truck households, from 1710 up into the heavy series, cover many road tractors and vocational trucks. If the store can not tell you why they spec a dive in series, keep asking until they tie it to torque load, PTO responsibility, or a proven weak spot you have seen break.

Greaseable versus sealed joints shows up typically. Sealed joints decrease upkeep however can be less forgiving of contamination or angle abuse. In fleets that can adhere to a grease schedule, a premium greaseable u-joint with proper seals is often the longest-lived alternative. Include the environment. Dispose trucks and mixers see more grit than linehaul. What endures on an asphalt runner might pass away fast on a quarry road.

Yokes, straps, and bolt hardware matter more than many people believe. Throwing old strap bolts back in can cost you a driveshaft. Straps stretch. Bolt threads gall. Torque worths are not suggestions, 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 find someone who will.

Custom U Bolts and the concealed link to driveline health

You can have an ideal driveline and still burn through provider bearings if the axle does not stay where it belongs. Custom U Bolts might not look like a driveline topic, however they secure the axle to the spring pack and keep pinion angle steady. When a U bolt loses clamping 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.

An excellent suspension or driveline shop bends U bolts on a correct press, uses graded rod, and cuts threads tidy. They likewise measure the stack height so you have full nut engagement without bottoming out. I have seen more than one mystery shudder treated with a fresh set of correctly sized U bolts and a confirmed re-torque after 500 to 1,000 miles.

Turnaround time and the real cost of speed

Fast is great if it is repeatable. A rush weld and balance can get a hotshot moving once again, however if you are stocking extra providers to deal with the returns, that is not a win. Ask a vendor how they triage work. Some keep an inventory 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 recorded balance and runout process, is what makes fast and right possible at the exact same time.

For prepared work, demand predictability over heroics. A reputable three-day turn-around that holds during 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 guarantee that means something

Documentation informs you what you are paying for. At a minimum, you want the ended up 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 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 an excellent indication. You find out more from the story of a failed joint than from a quiet exchange. Keep an eye out for suppliers who will reveal you a worn cap and talk through the wear pattern, from red rust dust to incorrect brinelling. Those conversations make your trucks better.

When to repair and when to start fresh

People frequently assume repair is cheaper. Sometimes it is not. If television has actually seen a hard bottoming event, if yokes are egged out, or if duplicated balance weights accumulate in one location, the more economical path might be a new assembly. I tend to fix a limit when correcting needs more than a light pass, or when weld cleanup would thin the tube wall enough to drop critical speed. Your store must be able to reveal you call indicator readings and discuss the decision. If they can not, you are gambling.

Carrier bearings deserve the exact same judgment. A screeching carrier is not constantly the source. 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 symptoms and may ask for measurements before constructing parts.

Common driveline misconceptions that waste money

The idea that all vibration is balance related refuses to pass away. If the shake modifications with throttle however not with road speed, you are often taking a look at an angle or mount issue. If truck parts it changes with roadway speed but not engine load, balance or tire match is a much better bet. I worked a case on a day cab that boomed at 58 to 62 miles per hour no matter what gear. Two shafts, three balances, no repair. We finally inspected rear trip height. One side valve had actually drifted. Remedying half an inch of suspension height took the boom away with the initial well balanced shaft.

Another myth is that phasing marks are optional since splines will only fit one way. Some slip assemblies are keyed, numerous are not. If your vendor does not include a visible mark and recheck after assembly, your tech in the field may clock it wrong after a transmission pull and chase a vibration for weeks.

Finally, the belief that bigger u-joints always last longer can backfire. I have actually seen oversized joints performing at small angles polish themselves flat into early failure. Joints require to articulate a little to move grease and spread load.

Equipment that separates real shops from pretenders

A trustworthy driveline store normally has a lineup that looks familiar: a dedicated tube straightener, a precision balancer that deals with the length and weight of your shafts, robust welding fixtures that manage clocking, and proper measuring tools for runout and angle. Search for a store floor that keeps abrasive grit far from assembly benches. That small information matters when you are loading grease into a joint.

Ask about calibration schedules for the balancer. Machines wander. A shop that logs calibration and keeps a known excellent shaft as a reference appreciates repeatability. It also helps to see assortment of cones and arbors for different series. Field repairs stop working when someone requires a near fit. In the shop, that problem shows up as off-center clamping that fakes great balance numbers.

Real-world repercussions of tiny numbers

A couple of thousandths of an inch seems like nothing in your hand. In a turning assembly several feet long, it becomes motion at the far end that chews mounts and oil seals. I once determined 0.012 inch TIR on a freshly bonded tube that looked perfect to the eye. On the balancer, it took several large weights to manage. On the road, 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 solved the packed shake. The specification did not alter, the geometry did.

Similarly, I have seen fresh shafts run smooth on day one and pick up a harmonic at 1,500 miles. Later on assessment showed 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 deal bins. Truck Parts are not all equivalent even when the numbers match on paper.

Service designs that support fleets

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

Mobile service belongs, particularly for get rid of and change, however I have yet to see mobile rigs match shop balance quality on heavy assemblies. Usage 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 typical designs. That just works if your supplier develops the spare to the same measurements and phasing as the truck. Excellent paperwork makes that easy.

Questions worth asking a possible vendor

- What vibrant 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 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 manage vital speed concerns on long shafts, and will you document final operating length?

- What warranty terms apply, and what info do you attend to torque values, reassembly, and maintenance?

A brief 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 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 motion, then check 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 rides. A stopped working strap bolt or a dropped shaft can be disastrous. Suppliers worth your time torque hardware, utilize new lock straps or bolts, and remind your techs to reconsider torque after initial miles where needed. They likewise practice safe lifting and balance, since a 4 inch shaft at full length can hurt an individual in an immediate. When I see a store require time to cradle a shaft on the balancer, cushion yokes, and secure splines from grit, I trust them more with our people and our equipment.

Invest in a basic internal training module for your techs. Teach them to check out the shop's phasing marks, measure 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 couple of hundred dollars on a rebuild can disappear with one roadside callout. Take a look at total expense per 100,000 miles, not per invoice. Track returns. 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 just make and balance. They partner with you on setup, geometry, and field checks that keep your trucks on schedule.

When you find that partner, keep them. Bring them into your preparation for wheelbase modifications, 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. Provide 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 vendor treats each of those as nonnegotiable. Your drivers will not call to thank you for a shaft that runs smooth at 68, but you will observe the quieter phones, the much better fuel numbers from reduced parasitic loss, and the fewer line items for seals, mounts, and carriers. Those gains start the day you select a store that deals with balance as a procedure, 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

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.