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 spending plans. A fleet supervisor rarely loses sleep over a single universal joint, but the day a truck vibrates at 55 miles per hour, cooks a carrier bearing, and takes out the rear seal, you feel it twice: when in

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

Over twenty years of fielding vibration grievances, I have discovered that excellent driveline work looks practically uninteresting. 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 examining suppliers for a fleet, you desire that same peaceful skills, backed by procedure, inventory of vital Truck Parts, and a reasonable turnaround time that holds up during peak season.

Where driveline tasks go sideways

Most failures do not start with a bad part. They start with an assumption. Somebody presumes television is still straight because the truck did not strike anything. Or that a 2-piece shaft can be balanced in halves without examining assembled runout. Or that the phasing marks did not matter when reassembling after transmission service. The truck leaves with a subtle vibration that grows as bushings settle and angles change under load. A month later, you are replacing the carrier again.

An excellent store blocks those failure courses with measurement. They put the shaft on a V-block or balancer and really check out overall showed runout. They examine weld concentricity, joint fit, operating angles, and phasing. It sounds basic, but you would be surprised how many locations 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 required when wheelbase changes, PTO equipment modifies shaft length, or the OE part is terminated. A strong shop inquires about your usage case, not simply length. Torque loads change with gearing and tire size. Trip height impacts angles. Off-road task changes tube thickness targets. If the vendor leaps directly to cost 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 upon horsepower and use. There is no single proper option, but 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 push the shaft's vital speed below regular cruise RPM and leave you going after a vibration you can not balance out.

A skilled fabricator will talk through vital speed, which depends upon tube size, wall thickness, length, and end restraints. If you reduce a shaft, that limit increases. If you extend for a stretched wheelbase, it drops. I have seen long box vans with tall tailoring pick up a persistent 62 mph shake after a wheelbase modification. The fix was not sticking more weight on the shaft. It was increasing 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 dynamic balance, and not simply when. The balance takes if 3 things hold true: the tube is directly, welds are concentric, and the yolks are square to the tube. Shops that reside on return work invest in a difficult bearing balancer sized for heavy shafts, with cones and arbors that fit your series. They work to tight tolerances. For many heavy truck applications, a great vibrant

balance tolerance lands in a range you can feel with your hands on the balancer stand, not full-on bench dance. If a shop states they always struck absolutely no, beware. There is no zero in the real world, there are appropriate ranges and repeatable setups.

Ask how they determine runout after welding. A simple dial indication 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 unsightly deflection at cruising speed. One fleet I worked with cut its driveline resurgence 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 seclusion. Two-piece drivelines must be put together and balanced as an unit whenever possible. Stabilizing halves independently only works if you understand the slip yoke is indexed and the provider bearing position is fixed. In practice, store time is minimized day one and squandered on day 10 when the motorist reports a new boom in 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 operating angles in the exact same airplane 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 carefully matched to cancel velocity changes. Less than half a degree can trigger brinelling from absence of motion. More than about 5 degrees on a consistent highway runner can welcome heat and brief joint life.

Phasing matters the moment you introduce slip sections, two-piece shafts, or multi-axle PTOs. If the yokes at either end of a shaft are not in phase, the driveline produces shake that you can not balance away. Great stores scribe clear phasing marks and include reassembly notes. Better shops send an image or diagram with the task ticket so your tech can confirm positioning when a transmission comes out 6 months later.

Watch carrier bearing height after suspension modifications. Air trip trucks can sit greater 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, measure pinion angle at both loaded and unloaded ride heights before you tear into the shaft again. In some cases you repair a driveline by changing a bushing.

Weld stability 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 due to the fact that 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 whole story, though. Concentricity, the relationship between television centerline and the weld yoke bore, guidelines vibration. I have rejected stunning welds that were off center by the density of a matchbook. You feel that at speed.

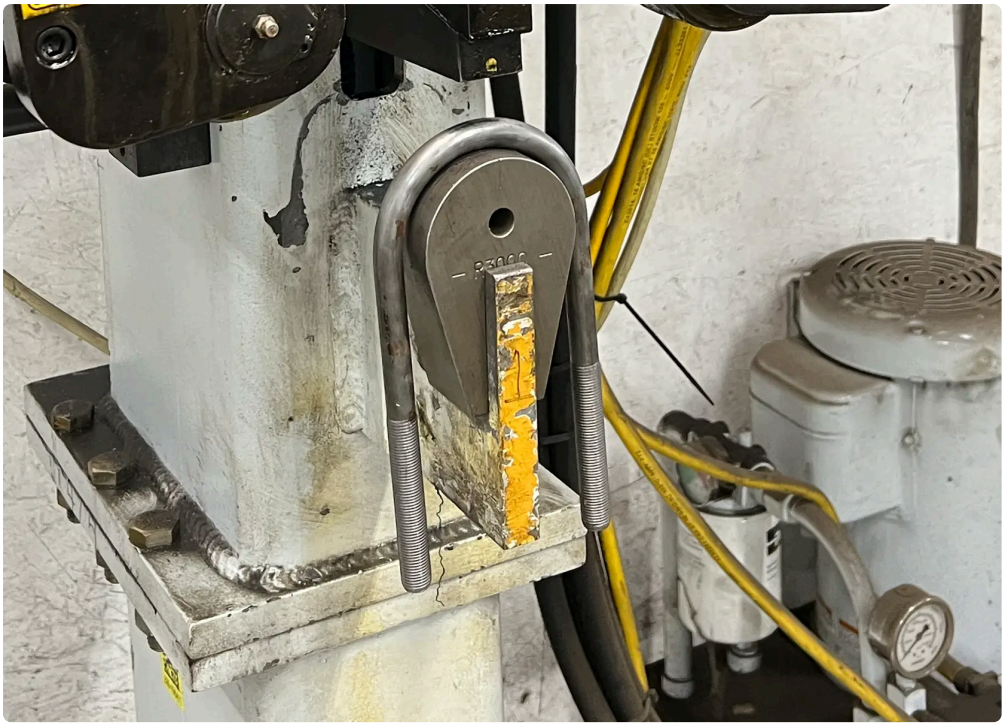
Shops that fixture every weld, clock the yokes, and validate bore-to-tube alignment will extol their jigs. They likewise mark yokes for clocking so you are not relying on an eyeballed ninety degrees. That practice shows up later on as smoother running and longer u-joint life.

Materials, series, and sensible part choices

Not every truck must get the biggest joint you can purchase. Oversizing includes weight, inertia, and often product packaging headaches. Under most highway conditions, picking the right series for torque and joint angle is what keeps you out of problem. Typical heavy truck households, from 1710 up into the heavy series, cover the

majority of road tractors and vocational trucks. If the shop can not inform you why they spec a jump in series, keep asking up until they tie it to torque load, PTO duty, or a proven weak spot you have actually 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 frequently the longest-lived choice. Include the environment. Dump trucks and mixers see more grit than linehaul. What endures on an asphalt runner might die fast on a quarry road.



Yokes, straps, and bolt hardware matter more than most people think. Tossing 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 vendor should. If they hand you parts without torque assistance, ask for it, or find someone who will.

Custom U Bolts and the concealed link to driveline health

You can have a best driveline and still burn through carrier bearings if the axle does not stay where it belongs. Custom U Bolts may not appear like a driveline subject, however they secure the axle to the spring pack and keep pinion angle stable. 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.

A great suspension or driveline store flexes U bolts on a proper press, uses graded rod, and cuts threads clean. They likewise determine the stack height so you have full nut engagement without bottoming out. I have actually seen more than one secret shudder cured 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 expense of speed

Fast is good if it is repeatable. A rush weld and balance can get a hotshot moving again, but if you are equipping extra carriers 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, paired with a recorded balance and runout procedure, is what makes quick and right possible at the same time.

For prepared work, demand predictability over heroics. A dependable three-day turnaround that holds throughout busy season beats a store that often finishes very same day and sometimes needs a week since their only balancer tech took vacation.

Documentation, traceability, and guarantee that indicates something

Documentation tells you what you are spending for. At a minimum, you desire the completed 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 paperwork assists your own techs avoid rework later.

Warranty without procedure is marketing. When a store backs their work, ask what they need from you to honor it. If they require return of used parts for failure analysis, that is an excellent sign. You discover more from the story of a stopped working joint than from a quiet exchange. Watch out for vendors who will show 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 presume repair is cheaper. In some cases it is not. If television has seen a tough bottoming occasion, if yokes are egged out, or if repeated balance weights pile up in one area, the more cost-effective course may be a new assembly. I tend to fix a limit when aligning requires more than a light pass, or when weld cleanup would thin the tube wall enough to drop vital speed. Your shop must have the ability to reveal you call indication readings and explain the choice. If they can not, you are gambling.

Carrier bearings should have the very same judgment. A screeching provider is not always the source. If the rubber support failed early, look upstream at angles, trip height, and shaft positioning before throwing another bearing in. An excellent store will ask about symptoms and might request measurements before constructing parts.

Common driveline myths that lose money

The concept that all vibration is balance associated refuses to die. If the shake modifications with throttle but not with road speed, you are typically looking at an angle or install problem. If it changes with roadway speed but not engine load, balance or tire match is a better bet. I worked a case on a day taxi that expanded at 58 to 62 miles per hour no matter what gear. Two shafts, three balances, no fix. We lastly checked rear trip height. One side valve had actually drifted. Remedying half an inch of suspension height took the boom away with the original balanced shaft.

Another misconception is that phasing marks are optional due to the fact that splines will only fit one method. Some slip assemblies are keyed, numerous are not. If your supplier does not add a noticeable mark and recheck after assembly, your tech in the field might clock it incorrect after a transmission pull and go after a vibration for weeks.

Finally, the belief that bigger u-joints constantly last longer can backfire. I have actually seen large 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 reliable driveline shop normally has a lineup that looks familiar: a devoted tube straightener, an accuracy balancer that deals with the length and weight of your shafts, robust welding fixtures that control clocking, and proper measuring tools for runout and angle. Try to find a shop floor that keeps abrasive grit away from assembly benches. That small information matters when you are packing grease into a joint.

Ask about calibration schedules for the balancer. Machines wander. A store that logs calibration and keeps a recognized truck parts excellent shaft as a reference cares about repeatability. It likewise helps to see assortment of cones and arbors for various series. Field repair work stop working when someone requires a near fit. In the store, that problem appears as off-center clamping that phonies good balance numbers.

Real-world effects of small numbers

A couple of thousandths of an inch seems like absolutely nothing in your hand. In a rotating assembly a number of feet long, it becomes movement at the far end that chews installs and oil seals. I when measured 0.012 inch TIR on a newly welded tube that looked ideal to the eye. On the balancer, it took multiple large weights to control. On the roadway, the truck was great unloaded and shook under heavy torque. Remodeling the weld to 0.004 inch TIR cut balance weight by 2 thirds and resolved 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 pick up a harmonic at 1,500 miles. Later on inspection showed spalled slip yoke splines. The joint greased fine, however the spline fit was bad and picked up load chatter. The solution was a matched yoke and sleeve from a single provider, not a mix-and-match from bargain bins. Truck Parts are not all equivalent even when the numbers match on paper.

Service designs 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 has a place, especially for eliminate and replace, however 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, think about keeping a spare well balanced shaft for your most typical models. That just works if your supplier develops the spare to the very same measurements and phasing as the truck. Good documentation makes that easy.

Questions worth asking a possible vendor

- What vibrant balance tolerance range do you hold for heavy truck Drivelines, and how do you confirm runout after welding?
- Do you balance multi-piece shafts assembled, and do you tape-record phasing and slip yoke orientation?
- What tube sizes and wall thicknesses do you stock, and how do you choose between repair and new builds?
- How do you handle crucial speed issues on long shafts, and will you document last operating length?
- What guarantee terms use, and what info do you attend to torque worths, reassembly, and maintenance?

A short field triage when a truck vibrates

- Note the speed range and whether the vibration tracks road speed, engine RPM, or throttle.
- Inspect provider bearing rubber, mounts, and measure trip height at the valves.
- Check U bolt torque and look for moved spring packs or telltale 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 person safe

Driveline work is not just about smooth trips. A failed strap bolt or a dropped shaft can be devastating. Suppliers worth your time torque hardware, utilize new lock straps or bolts, and advise your techs to reconsider torque after preliminary miles where needed. They also practice safe lifting and balance, since a four inch shaft at full length can hurt a person in an immediate. When I see a store take time to cradle a shaft on the balancer, cushion yokes, and protect splines from grit, I trust them more with our individuals and our equipment.



Invest in a fundamental internal training module for your techs. Teach them to check out the store's phasing marks, measure angles with a digital level, and capture ride 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 resurgences. 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 produce 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 modifications, axle ratio swaps, suspension upgrades, and PTO jobs. Let them spec Custom U Bolts when you alter spring packs and request their torque sheets for your manuals. Provide feedback on what fails 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: material option, weld fixturing, runout control, vibrant balance, geometry, and hardware. The right supplier deals with each of those as nonnegotiable. Your chauffeurs will not call to thank you for a shaft that runs smooth at 68, but you will notice the quieter phones, the better fuel numbers from reduced parasitic loss, and the less line items for seals, mounts, and carriers. Those gains begin the day you pick a store that deals with balance as a process, not a one-time maker reading, and treats your fleet as a system, not a stack of part numbers.

Anderson Brothers Truck & Equipment is located in Eugene, Oregon
Anderson Brothers Truck & Equipment was founded in 1949
Anderson Brothers Truck & Equipment serves commercial truck owners
Anderson Brothers Truck & Equipment serves fleet operators
Anderson Brothers Truck & Equipment provides heavy-duty truck parts
Anderson Brothers Truck & Equipment provides truck equipment repair services
Anderson Brothers Truck & Equipment specializes in driveline fabrication

Anderson Brothers Truck & Equipment performs driveline repair
Anderson Brothers Truck & Equipment offers custom U-bolt bending
Anderson Brothers Truck & Equipment manufactures custom U-bolts
Anderson Brothers Truck & Equipment sells new truck parts
Anderson Brothers Truck & Equipment sells used truck parts
Anderson Brothers Truck & Equipment maintains heavy-duty trucks
Anderson Brothers Truck & Equipment repairs truck transmissions
Anderson Brothers Truck & Equipment repairs truck differentials
Anderson Brothers Truck & Equipment supports the trucking industry
Anderson Brothers Truck & Equipment operates in Lane County, Oregon
Anderson Brothers Truck & Equipment provides parts delivery services
Anderson Brothers Truck & Equipment supplies components for heavy equipment
Anderson Brothers Truck & Equipment serves customers in Eugene and Springfield, Oregon
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Anderson Brothers Truck & Equipment has 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.