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 spending plans. A fleet manager hardly ever loses sleep over a single universal joint, however the day a truck vibrates at 55 miles per hour, cooks a provider bearing, and gets the rear seal, you feel it

two times: as soon as in roadside cost and again when a consumer calls about a missed delivery. Healthy drivelines do not just keep a truck moving, they safeguard transmissions, differentials, and mounts from abuse. Choosing the right buy custom fabrication, repair, and balance work is less about price on paper and more about consistency, traceability, and a specialist who can explain why a tube left of balance after the last suspension change.

Over twenty years of fielding vibration grievances, I have found out that good driveline work looks almost boring. 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 assessing suppliers for a fleet, you want that exact same quiet skills, backed by procedure, stock of vital Truck Parts, and a sensible turn-around time that holds up throughout peak season.

Where driveline tasks go sideways

Most failures do not begin with a bad part. They start with an assumption. Someone presumes the tube is still straight since the truck did not hit anything. Or that a 2-piece shaft can be stabilized in halves without inspecting assembled runout. Or that the phasing marks did not matter when reassembling after transmission service. The truck entrusts a subtle vibration that grows as bushings settle and angles change under load. A month later, you are changing the carrier again.

A great shop obstructs those failure paths with measurement. They put the shaft on a V-block or balancer and actually check out total suggested runout. They examine weld concentricity, joint fit, running angles, and phasing.

It sounds basic, but 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 begins with the best questions

Custom fabrication becomes essential when wheelbase modifications, PTO equipment alters shaft length, or the OE part is stopped. A strong shop inquires about your usage case, not just length. Torque loads alter with tailoring and tire size. Ride height impacts angles. Off-road duty modifications tube thickness targets. If the vendor jumps directly to cost without clarifying specs, keep interviewing.

On medium and heavy trucks, typical tube sizes run in the 3 to 5 inch OD variety, with wall density from about 0.083 to 0.188 inch depending upon horse power and use. There is no single right choice, 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 press the shaft's vital speed listed below normal cruise RPM and leave you chasing after a vibration you can not balance out.

A skilled producer will talk through vital speed, which depends upon tube diameter, wall thickness, length, and end restrictions. If you reduce a shaft, that limit rises. If you extend for an extended wheelbase, it drops. I have seen long box vans with high tailoring choice up a persistent 62 miles per hour 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 manage motion.

Balancing that holds over time

Static balance on a bench has its place for small elements. Drivelines require vibrant balance, and not simply once. The balance takes if three things are 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 lots of 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, beware. There is no zero in the real world, there are acceptable varieties and repeatable setups.

Ask how they measure runout after welding. A simple dial indication check near each yoke can save you hours on the road later on. Even a few thousandths of an inch of TIR near the weld can accumulate to ugly deflection at cruising speed. One fleet I dealt with cut its driveline return rate in half by requiring the shop to tape-record TIR at four positions on each shaft and decline anything over their spec.

Balance is likewise not practically the shaft in isolation. Two-piece drivelines must be put together and stabilized as an unit whenever possible. Balancing 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 wasted on day ten when the driver reports a new boom between 45 and 50 mph after a differential swap.

Alignment, phasing, and angles beat guesswork

You can develop the most beautiful shaft in the county, then destroy it with bad geometry. Universal joints desire operating angles in the exact same aircraft and within a narrow range. Fleet experience states 1 to 3 degrees of running angle is a healthy target for highway trucks, with input and output angles closely matched to cancel speed changes. Less than half a degree can cause brinelling from absence of movement. More than about 5 degrees on a constant highway runner can invite heat and short joint life.

Phasing matters the minute you introduce slip areas, two-piece shafts, or multi-axle PTOs. If the yokes at either end of a shaft are not in stage, the driveline produces shake that you can not balance away. Good shops scribe clear phasing marks and consist of reassembly notes. Better shops send out 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 changes. Air trip trucks can sit greater or lower than spec under load if ride height valves are misadjusted, swinging the rear joint angle. If a truck has a relentless shudder leaving a stop, measure pinion angle at both packed and unloaded ride heights before you tear into the shaft again. Sometimes you repair a driveline by altering a bushing.

Weld integrity and concentricity

Look at the welds. A clean, even bead with very little spatter, constant heat tint, and no undercut signals managed process. MIG is common for tube to yoke due to the fact that 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, though. Concentricity, the relationship between the tube centerline and the weld yoke bore, guidelines vibration. I have turned down stunning welds that were off center by the density of a matchbook. You feel that at speed.

Shops that component every weld, clock the yokes, and validate bore-to-tube positioning will brag about their jigs. They likewise mark yokes for clocking so you are not depending on an eyeballed ninety degrees. That habit shows up later on as smoother running and longer u-joint life.

Materials, series, and practical part choices

Not every truck should get the biggest joint you can purchase. Oversizing includes weight, inertia, and often packaging headaches. Under a lot of highway conditions, choosing the appropriate series for torque and joint angle is what keeps you out of difficulty. Anderson Brothers Truck & Equipment custom U bolts Typical heavy truck households, from 1710 up into the heavy series, cover many roadway tractors and employment trucks. If the store can not tell you why they spec a dive in series, keep asking until they connect it to torque load, PTO responsibility, or a tested weak spot you have actually seen break.

Greaseable versus sealed joints turns up often. Sealed joints lower maintenance however 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 typically 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 worths are not recommendations, and they differ by series. If you do not have a specification, your vendor should. If they hand you parts without torque guidance, ask for it, or discover somebody who will.

Custom U Bolts and the surprise link to driveline health

You can have an ideal driveline and still burn through carrier bearings if the axle does not stay where it belongs. Custom U Bolts might not seem like a driveline topic, but they secure the axle to the spring pack and keep pinion angle stable. When a U bolt loses clamping force, the axle covers 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 shop flexes U bolts on a correct press, utilizes graded rod, and cuts threads clean. They likewise measure the stack height so you have full nut engagement without bottoming out. I have seen more than one mystery shudder cured with a fresh set of correctly sized U bolts and a validated re-torque after 500 to 1,000 miles.

Turnaround time and the genuine expense of speed

Fast is good if it is repeatable. A rush weld and balance can get a hotshot moving again, however if you are equipping extra providers to handle the resurgences, 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, provider bearings, and center support brackets for popular series. That stock, coupled with a documented balance and runout process, is what makes fast and right possible at the same time.

For prepared work, insist on predictability over heroics. A trusted three-day turnaround that holds during hectic season beats a shop that often ends up very same day and often needs a week since their only balancer tech took vacation.

Documentation, traceability, and warranty that means something

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

Warranty without process is marketing. When a store backs their work, ask what they need from you to honor it. If they need return of used parts for failure analysis, that is a good sign. You learn more from the story of a stopped working joint than from a silent 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 discussions make your trucks better.

When to repair and when to begin fresh

People frequently presume repair is more affordable. Often it is not. If the tube has actually seen a difficult bottoming occasion, if yokes are egged out, or if repeated balance weights pile up in one location, the more affordable course may be a new assembly. I tend to fix a limit when correcting the alignment of needs more than a light pass, or when weld clean-up would thin the tube wall enough to drop critical speed. Your store ought to have the ability to show you dial sign readings and explain the decision. If they can not, you are gambling.

Carrier bearings should have the same judgment. A screeching carrier is not constantly the source. If the rubber support stopped working early, look upstream at angles, trip height, and shaft positioning before throwing another bearing in. An excellent shop will ask about symptoms and may request measurements before building parts.

Common driveline myths that lose money

The idea that all vibration is balance related refuses to die. If the shake modifications with throttle however not with road speed, you are typically looking at an angle or install concern. If it alters with road speed however not engine load, balance or tire match is a much better bet. I worked a case on a day taxi that boomed at 58 to 62 miles per hour no matter what gear. 2 shafts, three balances, no fix. We finally checked rear ride height. One side valve had actually drifted. Remedying half an inch of suspension height took the boom away with the original well balanced shaft.

Another myth is that phasing marks are optional because splines will just go together one way. Some slip assemblies are keyed, lots of are not. If your supplier does not add a visible mark and recheck after assembly, your tech in the field might clock it wrong after a transmission pull and go after a vibration for weeks.

Finally, the belief that bigger 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 require to articulate a little to move grease and spread load.

Equipment that separates real shops from pretenders

A trusted driveline store usually has a lineup that looks familiar: a devoted tube straightener, a precision balancer that manages the length and weight of your shafts, robust welding components that manage clocking, and correct measuring tools for runout and angle. Look for a shop 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. Devices drift. A store that logs calibration and keeps a recognized great shaft as a reference cares about repeatability. It likewise assists to see variety of cones and arbors for various series. Field repair work stop working when somebody requires a near fit. In the store, that problem appears as off-center clamping that phonies great balance numbers.

Real-world effects of tiny numbers

A few thousandths of an inch seems like 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 measured 0.012 inch TIR on a freshly bonded tube that looked ideal 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. Remodeling the weld to 0.004 inch TIR cut balance weight by two thirds and resolved the packed shake. The specification did not change, the geometry did.

Similarly, I have seen fresh shafts run smooth on day one and pick up a harmonic at 1,500 miles. Later inspection revealed spalled slip yoke splines. The joint greased fine, however the spline fit was poor and got load chatter. The service was a matched yoke and sleeve from a single supplier, not a mix-and-match from deal bins. Truck Parts are not all equal even when the numbers match on paper.

Service models that support fleets

Fleets require predictability and records. The very best vendors lean into that with tagged assemblies, serialized balance sticker labels, and digital copies of work orders you can dump into your upkeep 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 has a place, particularly for eliminate and replace, but 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 supplier shows their ability. For rural or high uptime operations, consider keeping an extra balanced shaft for your most typical models. That just works if your vendor builds the extra to the very same measurements and phasing as the truck. Excellent documentation makes that easy.

Questions worth asking a potential vendor

- What dynamic balance tolerance range do you hold for heavy truck Drivelines, and how do you validate runout after welding?
- Do you balance multi-piece shafts assembled, and do you tape-record phasing and slip yoke orientation?
- What tube sizes and wall densities do you stock, and how do you decide between repair and new builds?
- How do you handle important speed concerns on long shafts, and will you record last operating length?
- What service warranty terms apply, and what information 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, installs, and determine trip height at the valves.
- Check U bolt torque and search for moved spring packs or obvious polish on the axle pad.
- Verify phasing marks and joint motion, then look for rust dust around caps.
- If a shaft was just recently apart, confirm angles with an inclinometer and compare to prior service notes.

Safety and training keep the next person safe

Driveline work is not just about smooth rides. A failed strap bolt or a dropped shaft can be disastrous. Suppliers worth your time torque hardware, use new lock straps or bolts, and remind your techs to recheck torque after preliminary miles where needed. They likewise practice safe lifting and balance, due to the fact that a 4 inch shaft at full length can hurt an individual in an instant. When I see a store take 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 fundamental internal training module for your techs. Teach them to read the shop's phasing marks, procedure angles with a digital level, and capture ride height. A half hour of training pays itself back when a tech recognizes a misclocked slip yoke before the truck leaves the bay.

Price versus value over a year, not a day

Saving a few hundred dollars on a rebuild can disappear with one roadside callout. Look at total cost 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 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 planning for wheelbase modifications, axle ratio swaps, suspension upgrades, and PTO tasks. Let them spec Custom U Bolts when you change 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 basic on paper. In practice, they reward care at every action: material option, weld fixturing, runout control, vibrant balance, geometry, and hardware. The ideal supplier treats each of those as nonnegotiable. Your chauffeurs will not contact us to thank you for a shaft that runs smooth at 68, but you will discover the quieter phones, the much better fuel numbers from lowered parasitic loss, and the less line products for seals, mounts, and carriers. Those gains start the day you choose a shop that deals with balance as a procedure, 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.