

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

Follow Us:

- Facebook: <https://www.facebook.com/andersonbrotherseugene>
- Instagram: <https://www.instagram.com/andersonbrotherste/>

 **Explore this content with AI:**

 [ChatGPT](#)  [Perplexity](#)  [Claude](#)  [Google AI Mode](#)  [Grok](#)

Downtime eats budgets. A fleet manager 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 two times: once in

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

Over twenty years of fielding vibration grievances, I have actually found out that excellent driveline work looks practically boring. Joints fit as they should, yokes seat square, balance weights are little and where you anticipate them, and the store sends you home with notes worth keeping. When you are assessing suppliers for a fleet, you desire that same quiet proficiency, backed by procedure, stock of crucial Truck Parts, and a realistic turnaround time that holds up throughout peak season.



Where driveline jobs go sideways

Most failures do not begin with a bad part. They begin with a presumption. Somebody assumes television is still straight because the truck did not strike anything. Or that a 2-piece shaft can be stabilized in halves without checking put together 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 alter under load. A month later on, you are replacing the provider again.

A great shop obstructs those failure courses with measurement. They put the shaft on a V-block or balancer and in fact read total showed runout. They inspect weld concentricity, joint fit, operating angles, and phasing. It sounds basic, but you would be surprised the number of locations toss a u-joint in on the bench, grease it, and call it a day.

Fabrication quality starts with the ideal questions

Custom fabrication ends up being required when wheelbase changes, PTO equipment modifies shaft length, or the OE part is ceased. A strong store inquires about your usage case, not just length. Torque loads alter with gearing and tire size. Ride height impacts angles. Off-road duty changes tube thickness targets. If the supplier leaps directly to cost without clarifying specifications, keep interviewing.

On medium and heavy trucks, common tube sizes run in the 3 to 5 inch OD range, with wall thickness from about 0.083 to 0.188 inch depending on horse power and usage. There is no single appropriate option, but there are incorrect ones. A tube that is too light heads out of round under torque and withstands balance. A tube that is too heavy can push the shaft's vital speed listed below typical cruise RPM and leave you chasing a vibration you can not balance out.

An experienced fabricator will talk through important speed, which depends upon tube size, wall density, length, and end restrictions. If you reduce a shaft, that threshold increases. If you lengthen for a stretched wheelbase, it drops. I have seen long box vans with high gearing choice up a relentless 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 manage motion.

Balancing that holds over time

Static balance on a bench fits for little elements. Drivelines require dynamic balance, and not simply when. The balance takes if three things are true: television is directly, welds are concentric, and the yolks are square to television. Shops that survive on return work buy a hard bearing balancer sized for heavy shafts, with cones and arbors that fit your series. They work to tight tolerances. For many heavy truck applications, an excellent dynamic balance tolerance lands in a range 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 varieties and repeatable setups.

Ask how they determine runout after welding. A basic dial indicator check near each yoke can save you hours on the road later on. Even a couple of thousandths of an inch of TIR near the weld can stack up to awful deflection at cruising speed. One fleet I worked with cut its driveline resurgence rate in half by requiring the shop to record TIR at 4 positions on each shaft and decline anything over their spec.

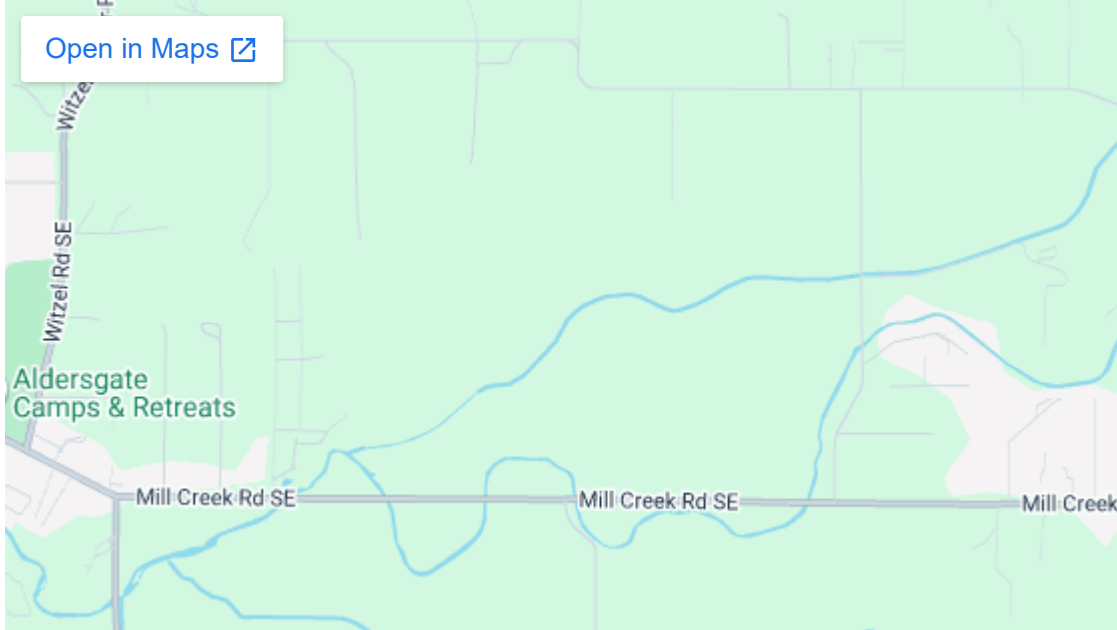
Balance is likewise not just about the shaft in seclusion. Two-piece drivelines need to be assembled and stabilized as a system whenever possible. Stabilizing halves separately only works if you know the slip yoke is indexed and the provider bearing position is fixed. In practice, store time is saved money on day one and squandered on day 10 when the motorist reports a new boom between 45 and 50 miles per hour after a differential swap.

Alignment, phasing, and angles beat guesswork

You can build the most beautiful shaft in the county, then destroy it with bad geometry. Universal joints want running angles in the same airplane and within a narrow variety. Fleet experience states 1 to 3 degrees of running angle is a healthy target for highway trucks, with input and output angles closely matched to cancel speed fluctuations. Less than half a degree can cause brinelling from lack of motion. More than about 5 degrees on a constant highway runner can welcome heat and brief 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 phase, the driveline produces shake that you can not balance away. Good stores scribe clear phasing marks and include reassembly notes. Much better shops send out an image or diagram with the task ticket so your tech can confirm alignment when a transmission comes out six months later.

Watch provider bearing height after suspension modifications. Air trip trucks can sit greater or lower than spec under load if trip height valves are misadjusted, swinging the rear joint angle. If a truck has a persistent shudder leaving a stop, step pinion angle at both loaded and unloaded ride heights before you tear into the shaft again. Sometimes 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 due to the fact that it is repeatable and strong. TIG can make good sense on thin wall work or products that need more heat control. The weld itself is not the entire story, however. Concentricity, the relationship in between television centerline and the weld yoke bore, rules vibration. I have actually turned down stunning 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 confirm bore-to-tube alignment will brag about their jigs. They also mark yokes for clocking so you are not depending on an eyeballed ninety degrees. That practice shows up later on as smoother running and longer u-joint life.

Materials, series, and practical part choices

Not every truck must get the most significant joint you can purchase. Oversizing adds weight, inertia, and often product packaging headaches. Under a lot of highway conditions, selecting the appropriate 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 a lot of roadway tractors and professional trucks. If the shop can not tell you why they spec a dive in series, keep asking up until they tie it to torque load, PTO task, or a tested weak link you have seen break.

Greaseable versus sealed joints turns up typically. Sealed joints reduce 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 typically the longest-lived alternative. Consist of the environment. Dump 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 the majority of people think. Tossing old strap bolts back in can cost you a driveshaft. Straps stretch. Bolt threads gall. Torque worths are not recommendations, and they vary by series. If you do not have a spec, your vendor should. If they hand you parts without torque assistance, ask for it, or discover someone who will.

Custom U Bolts and the surprise link to driveline health

You can have a perfect driveline and still burn through provider bearings if the axle does not remain where it belongs. Custom U Bolts might not seem like a driveline topic, however they secure 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 related 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 store bends U bolts on an appropriate 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 actually seen more than one secret shudder treated with a fresh set of properly sized U bolts and a verified re-torque after 500 to 1,000 miles.

Turnaround time and the real cost of speed

Fast is excellent if it is repeatable. A rush weld and balance can get a hotshot moving once again, but if you are equipping additional carriers to handle the comebacks, that is not a win. Ask a supplier how they triage work. Some keep an inventory of typical Truck Parts like slip yokes, weld yokes, u-joints, provider bearings, and center assistance brackets for popular series. That stock, coupled with a documented balance and runout process, is what makes quick and right possible at the same time.

For prepared work, insist on predictability over heroics. A reputable three-day turnaround that holds during busy season beats a store that in some cases completes very same day and in some cases requires a week due to the fact that 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 special assembly directions like phasing marks or slip yoke indexing. In a fleet setting, that documentation 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 require return of worn parts for failure analysis, that is an excellent sign. You learn more from the story of a failed joint than from a silent exchange. Watch 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 start fresh

People often assume repair is more affordable. Sometimes it is not. If television has actually seen a hard bottoming occasion, if yokes are egged out, or if repeated balance weights pile up in one area, the more cost-effective course might be a new assembly. I tend to fix a limit when correcting the alignment of requires more than a light pass, or when weld cleanup would thin television wall enough to drop vital speed. Your shop ought to be able to reveal you call sign readings and discuss the choice. If they can not, you are gambling.

Carrier bearings should have the exact same judgment. A squealing provider is not always the origin. If the rubber support stopped working early, look upstream at angles, ride height, and shaft alignment before throwing another bearing in. A great store will ask about signs and may request measurements before constructing parts.

Common driveline myths that lose money

The concept that all vibration is balance related refuses to die. If the shake modifications with throttle but not with road speed, you are frequently taking a look at an angle or mount problem. If it alters with road speed however 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 mph no matter what gear. [drivelines Anderson Brothers Truck & Equipment](#) Two shafts, three balances, no fix. We finally inspected rear ride height. One side valve had wandered. Remedying half an inch of suspension height took the boom away with the original balanced shaft.

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

Finally, the belief that larger u-joints always last longer can backfire. I have actually seen oversized joints performing 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 normally has a lineup that looks familiar: a devoted tube straightener, an accuracy balancer that handles the length and weight of your shafts, robust welding components that control clocking, and correct measuring tools for runout and angle. Search for a shop flooring that keeps abrasive grit far from assembly benches. That little information matters when you are packing grease into a joint.

Ask about calibration schedules for the balancer. Makers wander. A shop that logs calibration and keeps a recognized good shaft as a recommendation appreciates repeatability. It likewise helps to see selection of cones and arbors for different series. Field repair work stop working when somebody requires a near fit. In the shop, that issue shows up as off-center securing that fakes good balance numbers.

Real-world repercussions of tiny 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 back that chews mounts and oil seals. I once determined 0.012 inch TIR on a newly bonded tube that looked best to the eye. On the balancer, it took multiple large weights to control. On the road, 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 fixed the cramped shake. The spec 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 revealed spalled slip yoke splines. The joint greased fine, however the spline fit was poor and picked up load chatter. The solution was a matched yoke and sleeve from a single supplier, not a mix-and-match from deal bins. Truck Parts are not all equivalent 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 sticker labels, and digital copies of work orders you can discard into your upkeep system. Some will add your truck or VIN number to the shaft tag so techs can match parts even if documents goes missing.

Mobile service belongs, specifically 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 full fabrication unless the supplier proves their capability. For rural or high uptime operations, consider keeping an extra 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. Good paperwork makes that easy.

Questions worth asking a potential vendor

- What dynamic balance tolerance variety do you hold for heavy truck Drivelines, and how do you validate runout after welding?
- Do you balance multi-piece shafts put together, and do you tape 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 vital speed concerns on long shafts, and will you record last operating length?
- What service warranty terms use, and what details do you provide for torque values, reassembly, and maintenance?

A short field triage when a truck vibrates

- Note the speed range and whether the vibration tracks roadway speed, engine RPM, or throttle.
- Inspect provider bearing rubber, mounts, and measure ride height at the valves.
- Check U bolt torque and 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 just 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 almost smooth rides. A failed strap bolt or a dropped shaft can be disastrous. Vendors 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, because a four inch shaft at complete 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 safeguard 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 read 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 recognizes a mislocked 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 vanish with one roadside callout. Look at total expense per 100,000 miles, not per invoice. Track resurgences. Compare bearing and joint life by truck and vendor. When you see one shop's shafts go 60 to 80 percent longer before service, you have your response. The right shop does not simply make 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 projects. Let them spec Custom U Bolts when you change spring packs and request their torque sheets for your manuals. Give them feedback on what fails in the field. That loop is where the best work happens.

Healthy Drivelines look simple on paper. In practice, they reward care at every action: material choice, weld fixturing, runout control, vibrant balance, geometry, and hardware. The right supplier deals with each of those as nonnegotiable. Your drivers will not call to thank you for a shaft that runs smooth at 68, however you will notice the quieter phones, the better fuel numbers from reduced parasitic loss, and the less line products for seals, mounts, and providers. 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
Anderson Brothers Truck & Equipment has a phone number of (541) 688-8686
Anderson Brothers Truck & Equipment has an address of 2640 State Hwy 99 N #1, Eugene, OR 97402
Anderson Brothers Truck & Equipment has a website <https://andersonbrotherste.com/>
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](tel:(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](tel:(541)688-8686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

Following a walk through the beautiful [Owen Rose Garden](#), truck owners frequently schedule Drivelines maintenance, Custom U Bolts fabrication, and pick up reliable Truck Parts.