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 budget plans. A fleet supervisor hardly ever loses sleep over a single universal joint, but the day a truck vibrates at 55 mph, cooks a provider bearing, and takes out the rear seal, you feel it two times: once in

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

Over twenty years of fielding vibration problems, I have learned that excellent driveline work looks almost boring. Joints fit as they should, yokes seat square, balance weights are small drivelines and where you anticipate them, and the store sends you home with notes worth keeping. When you are examining suppliers for a fleet, you want that same peaceful skills, backed by process, inventory of vital Truck Parts, and a realistic turn-around time that holds up throughout peak season.

Where driveline jobs go sideways

Most failures do not begin with a bad part. They start with a presumption. Somebody presumes the tube 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 to a subtle vibration that grows as bushings settle and angles alter under load. A month later, you are replacing the provider again.

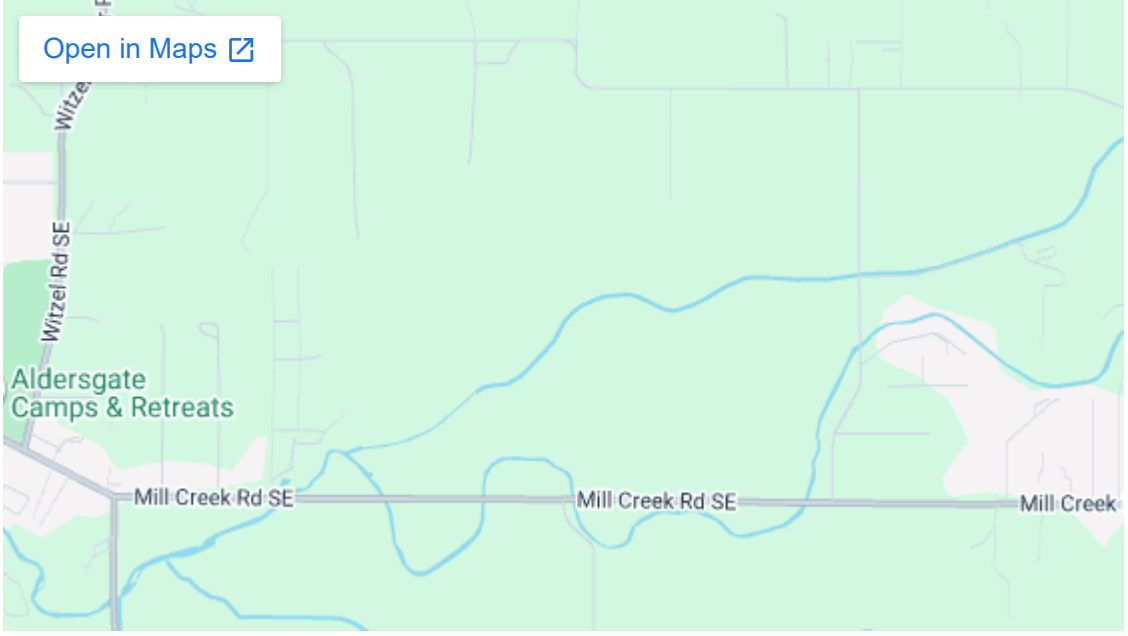
A great shop blocks those failure courses with measurement. They put the shaft on a V-block or balancer and really check out total suggested runout. They check weld concentricity, joint fit, operating angles, and phasing. It sounds basic, but you would be surprised how many locations toss a u-joint in on the bench, grease it, and call it a day.

Fabrication quality starts with the ideal questions

Custom fabrication ends up being required when wheelbase modifications, PTO equipment alters shaft length, or the OE part is ceased. A strong shop asks about your use case, not just length. Torque loads alter with tailoring and tire size. Trip height impacts angles. Off-road task modifications tube thickness targets. If the vendor jumps directly to price without clarifying specifications, keep interviewing.

On medium and heavy trucks, common 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, 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 critical speed listed below typical cruise RPM and leave you going after a vibration you can not balance out.

A seasoned fabricator will talk through vital speed, which depends upon tube diameter, wall density, length, and end constraints. If you shorten a shaft, that threshold rises. If you lengthen for a stretched wheelbase, it drops. I have actually seen long box vans with tall gearing choice up a persistent 62 mph shake after a wheelbase modification. The fix 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 need dynamic balance, and not simply when. The balance takes if 3 things hold true: the tube is straight, welds are concentric, and the yolks are square to the tube. Shops that live on return work invest in a hard bearing balancer sized for heavy shafts, with cones and arbors that fit your series. They work to tight tolerances. For numerous heavy truck applications, a great 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 always struck zero, beware. There is no zero in the real life, there are appropriate ranges and repeatable setups.

Ask how they measure runout after welding. A simple dial indicator check near each yoke can save you hours on the road later. Even a couple of thousandths of an inch of TIR near the weld can stack up to awful deflection at travelling speed. One fleet I dealt with cut its driveline return rate in half by requiring the store to tape-record TIR at four positions on each shaft and turn down anything over their spec.

Balance is also not practically the shaft in isolation. Two-piece drivelines need to be put together and stabilized as a system whenever possible. Balancing halves independently only works if you know the slip yoke is indexed and the provider bearing position is repaired. In practice, store time is saved money on the first day and squandered on day ten 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 develop the prettiest shaft in the county, then ruin it with bad geometry. Universal joints want running angles in the very 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 carefully matched to cancel velocity changes. Less than half a degree can cause brinelling from absence of movement. More than about 5 degrees on a consistent highway runner can invite heat and short joint life.

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

Watch provider bearing height after suspension modifications. Air trip trucks can sit higher or lower than specification under load if trip height valves are misadjusted, swinging the rear joint angle. If a truck has a

persistent shudder leaving a stop, procedure pinion angle at both loaded and unloaded ride heights before you tear into the shaft again. Sometimes you repair a driveline by altering a bushing.

Weld stability and concentricity

Look at the welds. A clean, even bead with very little spatter, constant heat tint, and no undercut signals controlled procedure. MIG is common 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 entire story, however. Concentricity, the relationship between television centerline and the weld yoke bore, guidelines vibration. I have rejected gorgeous 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 confirm bore-to-tube alignment will brag about their jigs. They also mark yokes for clocking so you are not counting on an eyeballed ninety degrees. That practice appears later as smoother running and longer u-joint life.

Materials, series, and sensible part choices

Not every truck need to get the most significant joint you can purchase. Oversizing adds weight, inertia, and in some cases product packaging headaches. Under most highway conditions, choosing the proper series for torque and joint angle is what keeps you out of difficulty. Typical heavy truck households, from 1710 up into the heavy series, cover the majority of road tractors and vocational 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 duty, or a tested weak link you have seen break.

Greaseable versus sealed joints turns up typically. Sealed joints decrease upkeep but can be less forgiving of contamination or angle abuse. In fleets that can stick to a grease schedule, a premium greaseable u-joint with proper seals is often the longest-lived alternative. Consist of the environment. Dump trucks and mixers see more grit than linehaul. What survives on an asphalt runner may die fast on a quarry road.

Yokes, straps, and bolt hardware matter more than most people believe. Throwing old strap bolts back in can cost you a driveshaft. Straps extend. 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 find someone who will.

Custom U Bolts and the hidden 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 might not look like a driveline topic, however they clamp the axle to the spring pack and keep pinion angle stable. When a U bolt loses securing force, the axle wraps under torque, the angle spikes, and the rear joint runs hot. In fleets with duplicated 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 shop flexes U bolts on an appropriate press, utilizes graded rod, and cuts threads tidy. They also determine the stack height so you have complete nut engagement without bottoming out. I have seen more than one mystery shudder cured 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 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 carriers to deal with the resurgences, that is not a win. Ask a supplier how they triage work. Some keep a stock of common Truck Parts like slip yokes, weld yokes, u-joints, provider bearings, and center support brackets for popular series. That stock, paired with a documented balance and runout procedure, is what makes quick and right possible at the same time.

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

Documentation, traceability, and guarantee that suggests something

Documentation tells you what you are paying for. At a minimum, you desire the finished 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 shop 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 great indication. You find out more from the story of a failed joint than from a quiet exchange. Watch out for suppliers who will reveal you a used 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 cheaper. Sometimes it is not. If the tube has actually seen a tough bottoming occasion, if yokes are egged out, or if duplicated balance weights pile up in one area, the more cost-effective course might be a new assembly. I tend to draw the line when straightening requires more than a light pass, or when weld clean-up would thin the tube wall enough to drop crucial speed. Your shop should be able to reveal you dial indicator readings and discuss the choice. If they can not, you are gambling.

Carrier bearings are worthy of the exact same judgment. A screeching carrier is not constantly the root cause. If the rubber assistance stopped working early, look upstream at angles, trip height, and shaft alignment before throwing another bearing in. A good store will inquire about symptoms and may request measurements before building parts.

Common driveline myths that waste money

The idea that all vibration is balance related refuses to die. If the shake changes with throttle but not with road speed, you are frequently looking at an angle or install problem. If it changes with road speed however not engine load, balance or tire match is a better bet. I worked a case on a day cab that boomed at 58 to 62 mph no matter what gear. 2 shafts, three balances, no repair. We lastly 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 misconception is that phasing marks are optional because splines will just go together one method. Some slip assemblies are keyed, lots of are not. If your supplier does not add a noticeable mark and recheck after assembly, your tech in the field may clock it incorrect after a transmission pull and go after a vibration for weeks.

Finally, the belief that larger u-joints constantly 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 stores from pretenders

A reliable driveline store usually has a lineup that looks familiar: a devoted tube straightener, an accuracy balancer that manages 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 away from assembly benches. That small detail matters when you are packing grease into a joint.

Ask about calibration schedules for the balancer. Machines drift. A store that logs calibration and keeps a known great shaft as a reference appreciates repeatability. It also assists to see assortment of cones and arbors for various series. Field repairs stop working when someone requires a near fit. In the store, that problem appears as off-center securing that fakes good balance numbers.

Real-world consequences of small 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 newly welded tube that looked best to the eye. On the balancer, it took several big weights to manage. On the road, 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 solved the loaded shake. The spec did not alter, the geometry did.

Similarly, I have actually seen fresh shafts run smooth on day one and get a harmonic at 1,500 miles. Later examination showed spalled slip yoke splines. The joint greased fine, however the spline fit was bad and picked up 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 equal even when the numbers match on paper.

Service models that support fleets

Fleets require 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 dump into your maintenance 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 has a place, especially for get rid of and replace, 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 supplier proves 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 vendor builds the extra to the exact same measurements and phasing as the truck. Good documents 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 choose in between repair and new builds?
- How do you manage important speed issues on long shafts, and will you record final operating length?
- What service warranty terms apply, and what information do you offer 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, installs, and measure trip height at the valves.
- Check U bolt torque and try to find 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, validate angles with an inclinometer and compare to prior service notes.

Safety and training keep the next person safe

Driveline work is not practically smooth rides. A failed strap bolt or a dropped shaft can be disastrous. Vendors worth your time torque hardware, utilize new lock straps or bolts, and remind your techs to recheck torque after initial miles where needed. They likewise practice safe lifting and balance, due to the fact that a four inch shaft at complete length can injure a person 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 fundamental in-house training module for your techs. Teach them to check out the store's phasing marks, step 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 couple of hundred dollars on a rebuild can disappear with one roadside callout. Take a look at total cost per 100,000 miles, not per billing. Track returns. Compare bearing and joint life by truck and supplier. When you see one shop's shafts go 60 to 80 percent longer before service, you have your answer. The right shop does not just produce and balance. They partner with you on setup, geometry, and field checks that keep your trucks on schedule.

When you find that partner, hold onto them. Bring them into your preparation for wheelbase changes, 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. Give them feedback on what stops working in the field. That loop is where the best work happens.

Healthy Drivelines look easy on paper. In practice, they reward care at every step: product option, weld fixturing, runout control, vibrant balance, geometry, and hardware. The right vendor 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 notice the quieter phones, the much better fuel numbers from minimized parasitic loss, and the fewer line items for seals, installs, and carriers. Those gains begin the day you pick a store that treats balance as a process, not a one-time machine 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

After a ride along the scenic Willamette River Bike Path, local drivers often arrange Drivelines service, Custom U Bolts fabrication, and reliable Truck Parts for their work vehicles.