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 budgets. A fleet supervisor hardly ever loses sleep over a single universal joint, however the day a truck vibrates at 55 mph, cooks a carrier bearing, and takes out the rear seal, you feel it twice: when in roadside expense and once again when a customer calls about a missed delivery. Healthy drivelines do not just keep a truck moving, they secure transmissions, differentials, and installs from abuse. Choosing the right shop for custom fabrication, repair, and balance work is less about rate on paper and more about consistency, traceability, and a service technician who can describe why a tube went out of balance after the last suspension change.

Over twenty years of fielding vibration complaints, I have discovered that great driveline work looks nearly uninteresting. 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 examining vendors for a fleet, you desire that same peaceful proficiency, backed by procedure, stock of critical Truck Parts, and a sensible turn-around time that holds up during peak season.

Where driveline jobs go sideways

Most failures do not start with a bad part. They begin with an assumption. Someone presumes television is still straight since the truck did not strike anything. Or that a 2-piece shaft can be balanced 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 changing the provider again.

An excellent store 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, operating angles, and phasing. It sounds easy, however you would marvel the number of locations 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 necessary when wheelbase changes, PTO equipment changes shaft length, or the OE part is ceased. A strong shop inquires about your use case, not just length. Torque loads alter with tailoring and tire size. Ride height impacts angles. Off-road task modifications tube density targets. If the vendor jumps straight 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 horsepower and use. There is no single correct option, however there are incorrect ones. A tube that is too light goes out of round under torque and resists balance. A tube that is too heavy can press the shaft's vital speed listed below regular cruise RPM and leave you chasing a vibration you can not balance out.

A skilled producer will talk through crucial speed, which depends on tube size, wall density, length, and end restraints. If you shorten a shaft, that limit rises. If you lengthen for an extended wheelbase, it drops. I have seen long box vans with high gearing pick up a consistent 62 mph shake after a wheelbase modification. The repair was not sticking more weight on the shaft. It was increasing a tube size and rebushing the provider to manage motion.

Balancing that holds over time

Static balance on a bench fits for small parts. Drivelines require vibrant balance, and not just once. 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 survive on return work buy 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, an excellent vibrant balance tolerance lands in a variety you can feel with your hands on the balancer stand, not full-on bench dance. If a shop says they always struck no, be wary. There is no absolutely no in the real world, there are acceptable varieties and repeatable setups.

Ask how they determine runout after welding. A simple dial sign check near each yoke can conserve you hours on the road later. Even a few thousandths of an inch of TIR near the weld can stack up to ugly deflection at cruising speed. One fleet I worked with cut its driveline return rate in half by requiring the store to record TIR at 4 positions on each shaft and turn down anything over their spec.

Balance is likewise not almost the shaft in isolation. Two-piece drivelines must be assembled and stabilized as an unit whenever possible. Balancing halves separately 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 day one and lost 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 develop the prettiest shaft in the county, then ruin it with bad geometry. Universal joints desire operating angles in the same aircraft and within a narrow variety. Fleet experience says 1 to 3 degrees of operating angle is a healthy target for highway trucks, with input and output angles carefully matched to cancel speed variations. Less than half a degree can trigger brinelling from lack of motion. More than about 5 degrees on a steady highway runner can invite heat and brief joint life.

Phasing matters the minute 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. Excellent shops scribe clear phasing marks and include reassembly notes. Much better shops send out a picture or diagram with the task ticket so your tech can verify alignment when a transmission comes out six months later.

Watch carrier bearing height after suspension changes. Air trip trucks can sit higher 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, measure pinion angle at both packed and unloaded ride heights before you tear into the shaft once again. Often you fix a driveline by changing a bushing.

Weld integrity and concentricity

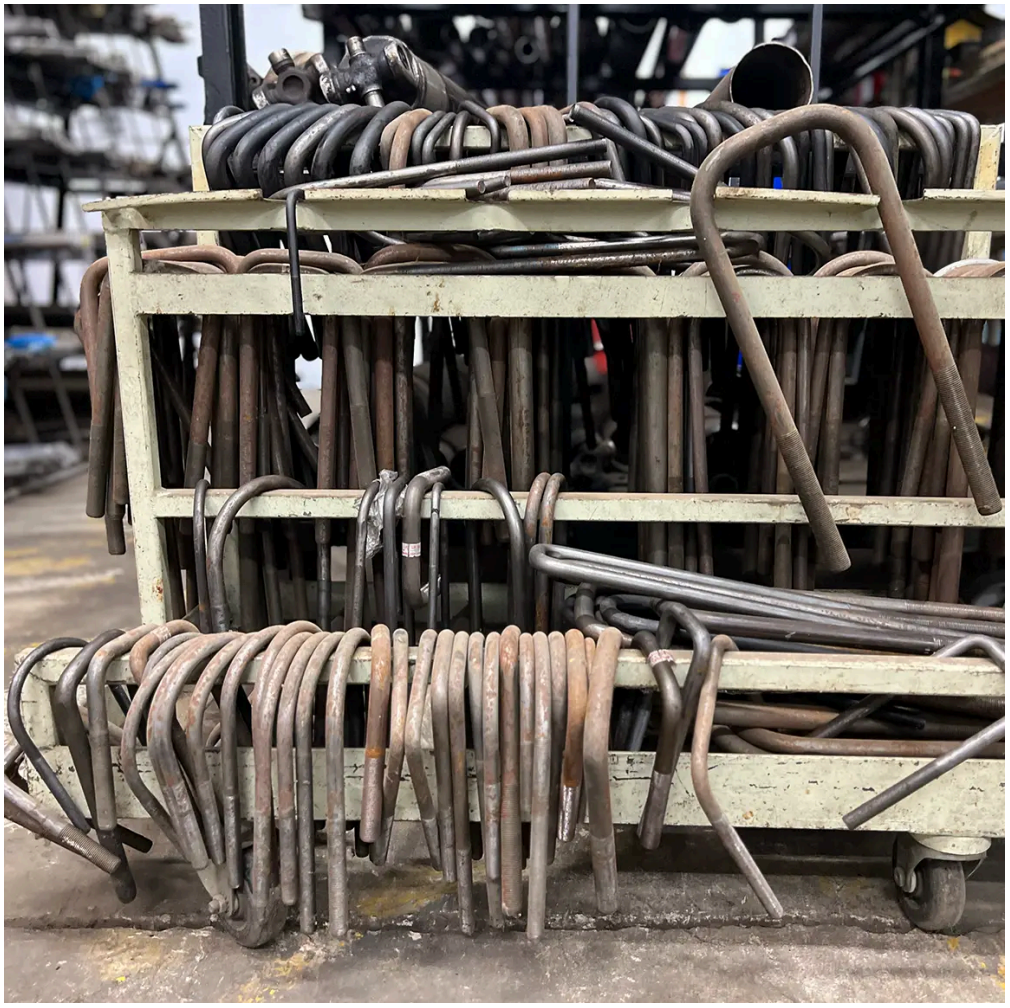
Look at the welds. A clean, even bead with minimal spatter, consistent heat tint, and no undercut signals controlled procedure. MIG prevails for tube to yoke because it is repeatable and strong. TIG can make sense on thin wall work or products that need more heat control. The weld itself is not the entire story, though. Concentricity, the relationship between television centerline and the weld yoke bore, rules vibration. I have declined lovely 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 confirm bore-to-tube positioning will extol their jigs. They likewise mark yokes for clocking so you are not counting on an eyeballed ninety degrees. That practice shows up later as smoother running and longer u-joint life.

Materials, series, and sensible part choices

Not every truck must get the most significant joint you can buy. Oversizing includes weight, inertia, and sometimes packaging headaches. Under a lot of highway conditions, choosing the correct series for torque and joint angle is what keeps you out of problem. Common heavy truck families, from 1710 up into the heavy series, cover most road tractors and vocational trucks. If the store can not tell you why they spec a jump in series, keep asking up until they tie it to torque load, PTO task, or a tested weak spot you have seen break.

Greaseable versus sealed joints shows up frequently. Sealed joints minimize upkeep however 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 frequently the longest-lived option. Consist of the environment. Discard trucks and mixers see more grit than linehaul. What endures on an asphalt runner might die quick 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 stretch. Bolt threads gall. Torque values are not tips, and they vary by series. If you do not have a

specification, your supplier should. If they hand you parts without torque assistance, 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 provider bearings if the axle does not remain where it belongs. Custom U Bolts might not look like a driveline topic, but they clamp the axle to the spring pack and keep pinion angle steady. 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 great suspension or driveline store flexes U bolts on an appropriate press, uses graded rod, and cuts threads clean. They also determine the stack height so you have complete nut engagement without bottoming out. I have seen more than one secret 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 great if it is repeatable. A rush weld and balance can get a hotshot moving once again, however if you are stocking additional providers to deal with the returns, that is not a win. Ask a vendor how they triage work. Some keep a stock of typical Truck Parts like slip yokes, weld yokes, u-joints, provider bearings, and center support brackets for popular series. That stock, paired with a recorded balance and runout process, is what makes fast and right possible at the same time.

For prepared work, demand predictability over heroics. A reliable three-day turnaround that holds throughout hectic season beats a store that sometimes ends up exact same day and in some cases needs a week because 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 directions like phasing marks or slip yoke indexing. In a fleet setting, that documents assists your own techs prevent rework later.

Warranty without process is marketing. When a shop 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. 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 typically presume repair is cheaper. Often it is not. If television has seen a tough bottoming occasion, if yokes are egged out, or if duplicated balance weights accumulate in one location, the more cost-effective course might be a new assembly. I tend to draw the line when Anderson Brothers Truck & Equipment truck parts straightening requires 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 indicator readings and explain the choice. If they can not, you are gambling.

Carrier bearings deserve the same judgment. A squealing carrier is not constantly the origin. If the rubber support stopped working early, look upstream at angles, trip height, and shaft positioning before tossing another bearing in. An excellent store will ask about symptoms and may ask for measurements before building parts.

Common driveline misconceptions that lose money

The concept that all vibration is balance related refuses to die. If the shake changes with throttle but not with road speed, you are frequently taking a look at an angle or install issue. If it changes with road speed but not engine load, balance or tire match is a better bet. I worked a case on a day cab that flourished at 58 to 62 mph no matter what equipment. Two shafts, three balances, no fix. We finally checked rear trip height. One side valve had wandered. Fixing half an inch of suspension height took the boom away with the original well balanced shaft.

Another myth is that phasing marks are optional due to the fact that splines will only go together one way. Some slip assemblies are keyed, many are not. If your vendor does not include a visible mark and recheck after assembly, your tech in the field might 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 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 genuine shops from pretenders

A trustworthy driveline shop generally has a lineup that looks familiar: a dedicated tube straightener, an accuracy balancer that handles the length and weight of your shafts, robust welding fixtures that control clocking, and proper measuring tools for runout and angle. Search for a store floor that keeps abrasive grit far from assembly benches. That small detail matters when you are packing grease into a joint.

Ask about calibration schedules for the balancer. Makers drift. A shop that logs calibration and keeps a recognized good shaft as a reference appreciates repeatability. It likewise assists to see selection of cones and arbors for various series. Field repair work fail when somebody requires a near fit. In the store, that issue appears as off-center clamping that fakes great balance numbers.

Real-world effects of tiny numbers

A couple of thousandths of an inch feels like absolutely nothing in your hand. In a turning assembly numerous feet long, it ends up being movement at the back that chews installs and oil seals. I when determined 0.012 inch TIR on a newly welded tube that looked perfect to the eye. On the balancer, it took several large weights to manage. On the road, the truck was fine unloaded and shook under heavy torque. Reworking the weld to 0.004 inch TIR cut balance weight by 2 thirds and solved the packed shake. The spec did not change, the geometry did.

Similarly, I have seen fresh shafts run smooth on the first day and get a harmonic at 1,500 miles. Later evaluation revealed 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 supplier, not a mix-and-match from deal bins. Truck Parts are not all equivalent even when the numbers match on paper.

Service designs that support fleets

Fleets require predictability and records. The very best suppliers 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 belongs, specifically for remove and change, but I have yet to see mobile rigs match store balance quality on heavy assemblies. Use mobile for triage and installs, not for complete fabrication unless the supplier proves their capability. For rural or high uptime operations, think about keeping an extra balanced shaft for your most typical designs.

That just works if your supplier constructs the spare to the exact same measurements and phasing as the truck. Excellent documentation makes that easy.

Questions worth asking a prospective vendor

- What dynamic balance tolerance range do you hold for heavy truck Drivelines, and how do you confirm runout after welding?
- Do you balance multi-piece shafts put together, and do you 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 critical speed concerns on long shafts, and will you record final operating length?
- What warranty terms apply, and what information do you provide for 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, installs, and measure ride 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 movement, then check for rust dust around caps.
- If a shaft was recently apart, confirm angles with an inclinometer and compare to prior service notes.

Safety and training keep the next individual safe

Driveline work is not practically smooth rides. A failed strap bolt or a dropped shaft can be catastrophic. Suppliers worth your time torque hardware, use new lock straps or bolts, and advise your techs to recheck torque after initial miles where needed. They also practice safe lifting and balance, because a 4 inch shaft at full length can hurt an individual in an immediate. When I see a shop take some 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 standard in-house training module for your techs. Teach them to read the store's phasing marks, procedure angles with a digital level, and capture trip height. A half hour of training pays itself back when a tech acknowledges a misclocked slip yoke before the truck leaves the bay.

Price versus value 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 vendor. When you see one store's shafts go 60 to 80 percent longer before service, you have your response. The right shop does not simply fabricate 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 modifications, axle ratio swaps, suspension upgrades, and PTO tasks. Let them spec Custom U Bolts when you alter spring packs and request their torque sheets for your handbooks. Give them feedback on what fails 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 choice, weld fixturing, runout control, dynamic balance, geometry, and hardware. The best vendor 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 observe the quieter phones, the better fuel numbers from minimized parasitic loss, and the fewer line items for seals, mounts, and providers. Those gains begin the day you choose a shop that deals with balance as a procedure, not a one-time device reading, and treats your fleet as a system, not a stack of part numbers.

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

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

Those enjoying a drink at Ninkasi Brewing Company are not far from specialists who provide Drivelines repair, Custom U Bolts fabrication, and dependable Truck Parts.