Business Name: Anderson Brothers Truck & Equipment
Address: 2640 State Hwy 99 N #1, Eugene, OR 97402
Phone: (541) 688-8686

Anderson Brothers Truck & Equipment

Anderson Brothers Truck & Equipment is a long-established truck parts and repair company located in Eugene, Oregon. Founded in 1949, the business has served the region for more than 70 years, building a reputation as a reliable source for heavy-duty truck parts, custom fabrication, and equipment repair. The company works with commercial vehicle owners, fleets, and equipment operators who need dependable parts and services to keep their trucks operating safely and efficiently.

A core focus of Anderson Brothers is providing specialized services for heavy-duty trucks and equipment. Their shop offers custom driveline fabrication and repair, helping customers build, rebuild, or balance drivelines for a wide range of applications. They also specialize in custom U-bolt bending and fabrication, producing precisely sized components for trucks and other heavy equipment. In addition, the company sells both new and used truck parts, stocking a large inventory and offering local delivery in the Eugene and Springfield areas.

Beyond parts sales, Anderson Brothers provides repair and maintenance services for truck components such as transmissions, differentials, and related systems. Their experienced team focuses on delivering practical, cost-effective solutions that help keep trucks and equipment running reliably. With decades of experience and a commitment to local service, Anderson Brothers Truck & Equipment continues to support the trucking and transportation industries throughout Eugene and surrounding communities.

View on Google Maps
2640 State Hwy 99 N #1, Eugene, OR 97402

Business Hours

- Monday: 7:30 AM–6 PM
- Tuesday: 7:30 AM–6 PM
- Wednesday: 7:30 AM–6 PM
- Thursday: 7:30 AM–6 PM
- Friday: 7:30 AM–6 PM
- Saturday: 8 AM–2 PM
- Sunday: Closed

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Downtime eats spending plans. A fleet manager seldom 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 twice: when in

roadside cost and again when a client calls about a missed out on delivery. Healthy drivelines do not just keep a truck moving, they secure transmissions, differentials, and installs from abuse. Selecting the right shop for custom fabrication, repair, and balance work is less about price on paper and more about consistency, traceability, and a professional who can discuss why a tube walked out of balance after the last suspension change.

Over twenty years of fielding vibration problems, I have learned that good driveline work looks nearly dull. Joints fit as they should, yokes seat square, balance weights are small and where you anticipate them, and the store sends you home with notes worth keeping. When you are evaluating suppliers for a fleet, you want that exact same quiet competence, backed by procedure, stock of vital Truck Parts, and a practical turnaround time that holds up during peak season.

Where driveline jobs go sideways

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

An excellent shop blocks those failure paths with measurement. They put the shaft on a V-block or balancer and really check out overall showed runout. They check weld concentricity, joint fit, running angles, and phasing. It sounds basic, however you would marvel the number of places throw a u-joint in on the bench, grease it, and call it a day.

Fabrication quality starts with the best questions

Custom fabrication becomes required when wheelbase changes, PTO equipment alters shaft length, or the OE part is stopped. A strong shop asks about your usage case, not simply length. Torque loads alter with gearing and tire size. Ride height affects angles. Off-road duty changes tube thickness targets. If the supplier 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 range, with wall thickness from about 0.083 to 0.188 inch depending on horse power and use. There is no single correct option, but there are wrong 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 going after a vibration you can not balance out.

An experienced producer will talk through crucial speed, which depends upon tube diameter, wall thickness, length, and end restraints. If you reduce a shaft, that limit increases. If you extend for a stretched wheelbase, it drops. I have actually seen long box vans with high tailoring choice up a persistent 62 mph 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 need vibrant balance, and not just when. The balance takes if three things hold true: television is directly, welds are concentric, and the yolks are square to television. Shops that live on return work purchase a difficult bearing balancer sized for heavy shafts, with cones and arbors that fit your series. They work to tight tolerances. For numerous heavy truck applications, an excellent vibrant balance tolerance lands in a range you can feel with your hands on the balancer stand, not full-on bench dance. If a store says they constantly hit zero, be wary. There is no zero in the real life, there are appropriate varieties and repeatable setups.

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

Balance is likewise not just about the shaft in seclusion. Two-piece drivelines must be assembled and stabilized as a system whenever possible. Stabilizing halves separately just works if you understand the slip yoke is indexed and the carrier bearing position is repaired. In practice, shop time is saved money on day one and wasted on day ten when the driver 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 prettiest shaft in the county, then destroy it with bad geometry. Universal joints want running angles in the exact same airplane and within a narrow range. Fleet experience states 1 to 3 degrees of operating angle is a healthy target for highway trucks, with input and output angles closely matched to cancel velocity variations. Less than half a degree can cause brinelling from lack of motion. More than about 5 degrees on a steady highway runner can welcome heat and short 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 creates shake that you can not balance away. Good shops scribe clear phasing marks and include reassembly notes. Better shops send out an image or diagram with the task ticket so your tech can validate alignment when a transmission comes out 6 months later.

Watch provider 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, procedure pinion angle at both packed and unloaded ride heights before you tear into the shaft again. Sometimes you fix a driveline by altering a bushing.

Weld integrity and concentricity

Look at the welds. A tidy, even bead with minimal spatter, constant heat tint, and no undercut signals controlled procedure. MIG prevails for tube to yoke since it is repeatable and strong. TIG can make good sense on thin wall work or products that require 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 actually declined gorgeous welds that were off center by the density of a matchbook. You feel that at speed.

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

Materials, series, and sensible part choices

Not every truck must get the biggest joint you can buy. Oversizing adds weight, inertia, and often packaging headaches. Under most highway conditions, picking 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 the majority of road tractors and employment trucks. If the shop can not tell you why they spec a dive in series, keep asking until they tie 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 maintenance however can be less flexible of contamination or angle abuse. In fleets that can stay with a grease schedule, a premium greaseable u-joint with correct seals is typically the longest-lived choice. Consist of the environment. Discard trucks and mixers see more grit than linehaul. What makes it through on an asphalt runner might die fast on a quarry road.

Yokes, straps, and bolt hardware matter more than many people think. Tossing old strap bolts back in can cost you a driveshaft. Straps stretch. Bolt threads gall. Torque values are not recommendations, 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 concealed link to driveline health

You can have a best driveline and still burn through provider bearings if the axle does not stay where it belongs. Custom U Bolts may not seem like a driveline topic, but they secure 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 associated failures, I look hard at U bolt sizing, thread engagement, washer and nut quality, and re-torque practices after spring work.

An excellent suspension or driveline shop bends U bolts on a proper press, uses graded rod, and cuts threads tidy. They also measure the stack height so you have complete nut engagement without bottoming out. I have actually seen more than one mystery shudder cured with a fresh set of correctly sized U bolts and a confirmed re-torque after 500 to 1,000 miles.

Turnaround time and the genuine expense 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 returns, that is not a win. Ask a vendor how they triage work. Some keep an inventory 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 quick and right possible at the very same time.

For prepared work, insist on predictability over heroics. A reliable three-day turn-around that holds throughout busy season beats a shop that in some cases finishes exact same day and in some cases needs a week since their only balancer tech took vacation.

Documentation, traceability, and warranty that indicates something

Documentation informs you what you are paying for. At a minimum, you want the finished length, series, u-joint type, balance notes, runout measurements, and any unique assembly instructions like phasing marks or slip yoke indexing. In a fleet setting, that paperwork assists your own techs avoid rework later.

Warranty without process is marketing. When a store backs their work, ask what they require from you to honor it. If they require return of used parts for failure analysis, that is a good sign. You learn more from the story of a failed joint than from a quiet exchange. Keep an eye out for suppliers who will show you a worn cap and talk through the wear pattern, from red rust dust to false brinelling. Those discussions make your trucks better.

When to repair and when to start fresh

People typically assume repair is cheaper. Sometimes it is not. If the tube has actually seen a hard bottoming event, if yokes are egged out, or if duplicated balance weights pile up in one location, the more economical course might be a new assembly. I tend to fix a limit when aligning needs more than a light pass, or when weld clean-up would thin the tube wall enough to drop critical speed. Your shop should have the ability to show you call indication readings and describe the choice. If they can not, you are gambling.

Carrier bearings are worthy of the same judgment. A screeching provider is not always the root cause. If the rubber support failed early, look upstream at angles, trip height, and shaft positioning before tossing another bearing in. An excellent shop will inquire about signs and may ask for measurements before constructing parts.

Common driveline misconceptions that lose money

The concept that all vibration is balance related declines to pass away. If the shake modifications with throttle but not with roadway speed, you are typically 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 expanded at 58 to 62 miles per hour no matter what equipment. Two shafts, 3 balances, no repair. We finally checked rear trip height. One side valve had drifted. Correcting half an inch of suspension height took the boom away with the initial balanced shaft.

Another myth is that phasing marks are optional because splines will just go together one way. Some slip assemblies are keyed, numerous 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 chase after a vibration for weeks.

Finally, the belief that bigger u-joints always last longer can backfire. I have actually seen extra-large joints performing at small angles polish themselves flat into early failure. Joints require to articulate a little to move grease and spread load.

Equipment that separates real stores from pretenders

A trustworthy driveline shop usually has a lineup that looks familiar: a dedicated tube straightener, a precision balancer that handles 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 flooring that keeps abrasive grit far from assembly benches. That small information 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 great shaft as a reference appreciates repeatability. It likewise helps to see selection of cones and arbors for various series. Field repairs fail when somebody requires a near fit. In the shop, that problem appears as off-center clamping that fakes excellent balance numbers.

Real-world consequences of small numbers

A few thousandths of an inch feels like nothing in your hand. In a rotating assembly a number of feet long, it becomes movement at the back that chews installs and oil seals. I once determined 0.012 inch TIR on a freshly bonded tube that looked best to the eye. On the balancer, it took multiple large weights to control. On the roadway, the truck was great unloaded and shook under heavy torque. Reworking the weld to 0.004 inch TIR cut balance weight by 2 thirds and resolved the crammed shake. The specification 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 on inspection showed spalled slip yoke splines. The joint greased fine, however the spline fit was bad and picked up load chatter. The solution was a matched yoke and sleeve from a single 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 suppliers lean into that with tagged assemblies, serialized balance stickers, and digital copies of work orders you can discard into your upkeep system. Some will include your truck or VIN number to the shaft tag so techs can match parts even if paperwork goes missing.

Mobile service belongs, specifically for remove and change, however I have yet to see mobile rigs match store balance quality on heavy assemblies. Use mobile for triage and installs, not for full fabrication unless the supplier shows their ability. For rural or high uptime operations, think about keeping an extra balanced shaft for your most common models. That only works if your vendor develops the extra to the exact same measurements and phasing as the truck. Excellent paperwork makes that easy.

Questions worth asking a possible vendor

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

A short field triage when a truck vibrates

- Note the speed variety 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 shifted 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, verify angles with an inclinometer and compare to prior service notes.

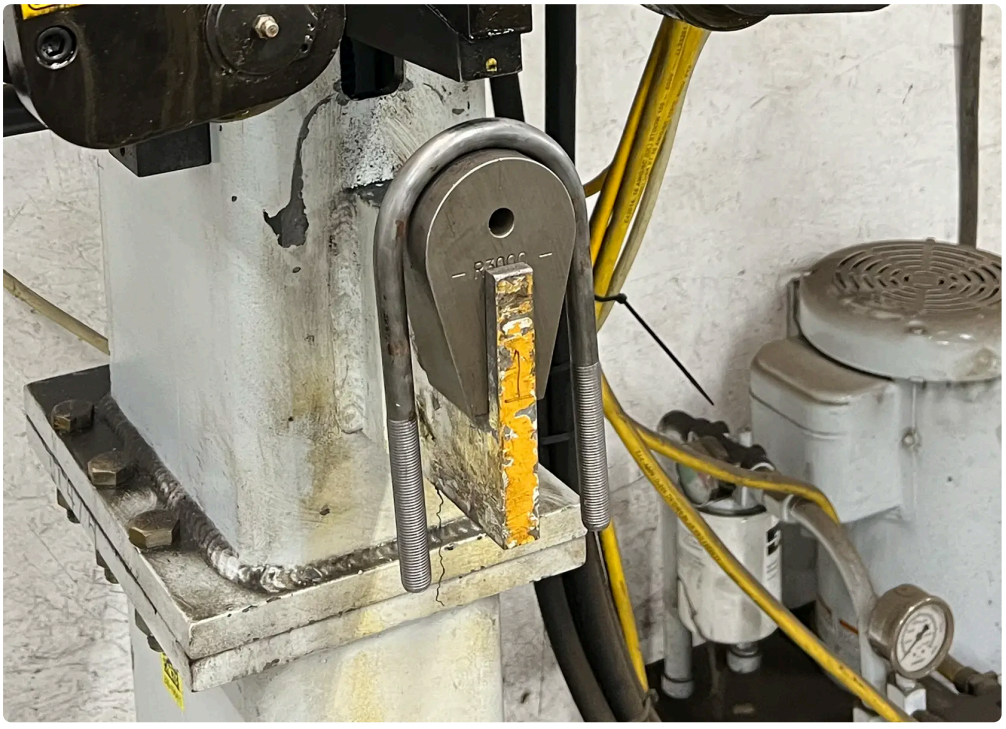
Safety and training keep the next person safe

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

Invest in a standard internal 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 recognizes 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 vanish with one roadside callout. Take a look at overall expense per 100,000 miles, not per invoice. Track returns. Compare bearing and joint life by truck and supplier. 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, keep them. Bring them into your planning for wheelbase changes, axle ratio swaps, suspension upgrades, and PTO projects. Let them spec Custom U Bolts when you alter spring packs and request their torque sheets for your manuals. Provide 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 action: product choice, weld fixturing, runout control, dynamic balance, geometry, and hardware. The ideal vendor treats each of those as nonnegotiable. Your motorists will not contact us to thank you for a shaft that runs smooth at 68, however you will discover the quieter phones, the much better fuel numbers from lowered parasitic loss, and the less line items 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 andersonbrotherste.com drivelines 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 shopping at Red Barn Natural Grocery, many truck owners plan service stops for Drivelines maintenance, Custom U Bolts production, and essential Truck Parts.