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 manager hardly ever loses sleep over a single universal joint, but the day a truck vibrates at 55 miles per hour, cooks a carrier bearing, and secures the rear seal, you feel it two times: once

in roadside cost and again when a customer calls about a missed delivery. Healthy drivelines do not simply keep a truck moving, they secure transmissions, differentials, and installs from abuse. Choosing the right buy custom fabrication, repair, and balance work is less about price on paper and more about consistency, traceability, and a specialist who can describe why a tube walked out of balance after the last suspension change.

Over twenty years of fielding vibration problems, I have actually learned that great driveline work looks practically boring. Joints fit as they should, yokes seat square, balance weights are little and where you expect them, and the store sends you home with notes worth keeping. When you are assessing suppliers for a fleet, you desire that same peaceful proficiency, backed by procedure, stock of critical Truck Parts, and a sensible 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 an assumption. Somebody presumes the tube is still straight because the truck did not strike anything. Or that a 2-piece shaft can be balanced in halves without inspecting assembled 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.

An excellent store blocks those failure courses with measurement. They put the shaft on a V-block or balancer and really check out overall indicated runout. They inspect weld concentricity, joint fit, operating angles, and phasing. It sounds basic, but you would marvel how many locations toss a u-joint in on the bench, grease it, and call it a day.

Fabrication quality starts with the right questions

Custom fabrication becomes required when wheelbase changes, PTO equipment modifies shaft length, or the OE part is ceased. A strong shop asks about your usage case, not just length. Torque loads alter with tailoring and tire size. Trip height impacts angles. Off-road duty modifications tube thickness targets. If the vendor leaps straight to cost without clarifying specifications, keep interviewing.

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

A skilled fabricator will talk through crucial speed, which depends upon tube diameter, 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 actually seen long box vans with high tailoring pick up a consistent 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 provider to control motion.

Balancing that holds over time

Static balance on a bench fits for small components. Drivelines require vibrant balance, and not simply once. The balance takes if 3 things are true: television is straight, welds are concentric, and the yolks are square to the tube. Shops that reside 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 numerous heavy truck applications, a great vibrant 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 world, there are acceptable ranges and repeatable setups.

Ask how they measure runout after welding. A simple dial indicator 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 unsightly deflection at travelling speed. One fleet I worked 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 must be assembled and balanced as a system whenever possible. Stabilizing halves independently just works if you understand the slip yoke is indexed and the carrier bearing position is repaired. In practice, shop time is minimized day one and squandered on day 10 when the motorist reports a new boom in 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 ruin it with bad geometry. Universal joints want running angles in the very same airplane and within a narrow range. Fleet experience states 1 to 3 degrees of running angle is a healthy target for highway trucks, with input and output angles closely matched to cancel velocity changes. Less than half a degree can cause brinelling from absence of motion. More than about 5 degrees on a stable highway runner can invite heat and brief joint life.

Phasing matters the moment 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 creates shake that you can not balance away. Good stores scribe clear phasing marks and consist of reassembly notes. Much better stores send an image or diagram with the job ticket so your tech can verify alignment when a transmission comes out six months later.

Watch carrier bearing height after suspension changes. Air ride trucks can sit higher or lower than spec under load if ride 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 stability and concentricity

Look at the welds. A tidy, even bead with very little spatter, constant heat tint, and no undercut signals managed process. MIG prevails for tube to yoke because 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 whole story, though. Concentricity, the relationship between television centerline and the weld yoke bore, guidelines vibration. I have actually 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 verify bore-to-tube alignment will extol their jigs. They also mark yokes for clocking so you are not depending on an eyeballed ninety degrees. That practice shows up later as smoother running and longer u-joint life.

Materials, series, and practical part choices

Not every truck ought to get the biggest joint you can buy. Oversizing includes weight, inertia, and sometimes product packaging headaches. Under many highway conditions, choosing the correct series for torque and joint angle is what keeps you out of difficulty. Common heavy truck households, from 1710 up into the heavy series,

cover most road tractors and vocational trucks. If the shop can not tell you why they spec a jump in series, keep asking until they tie it to torque load, PTO responsibility, or a proven weak spot you have seen break.

Greaseable versus sealed joints turns up typically. Sealed joints decrease maintenance 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 choice. Include the environment. Dispose trucks and mixers see more grit than linehaul. What survives on an asphalt runner might die quick 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 extend. Bolt threads gall. Torque values are not recommendations, and they differ by series. If you do not have a spec, your supplier should. If they hand you parts without torque assistance, ask for it, or discover someone who will.

Custom U Bolts and the covert 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 may not appear like a driveline topic, but they secure the axle to the spring pack and keep pinion angle stable. When a U bolt loses clamping force, the axle covers under torque, the angle spikes, and the rear joint runs hot. In fleets with repeated angle related failures, I look custom U bolts andersonbrotherste.com hard at U bolt sizing, thread engagement, washer and nut quality, and re-torque practices after spring work.

A good suspension or driveline store flexes U bolts on a proper press, uses graded rod, and cuts threads clean. They likewise measure the stack height so you have full nut engagement without bottoming out. I have seen more than one secret shudder treated with a fresh set of correctly sized U bolts and a verified re-torque after 500 to 1,000 miles.

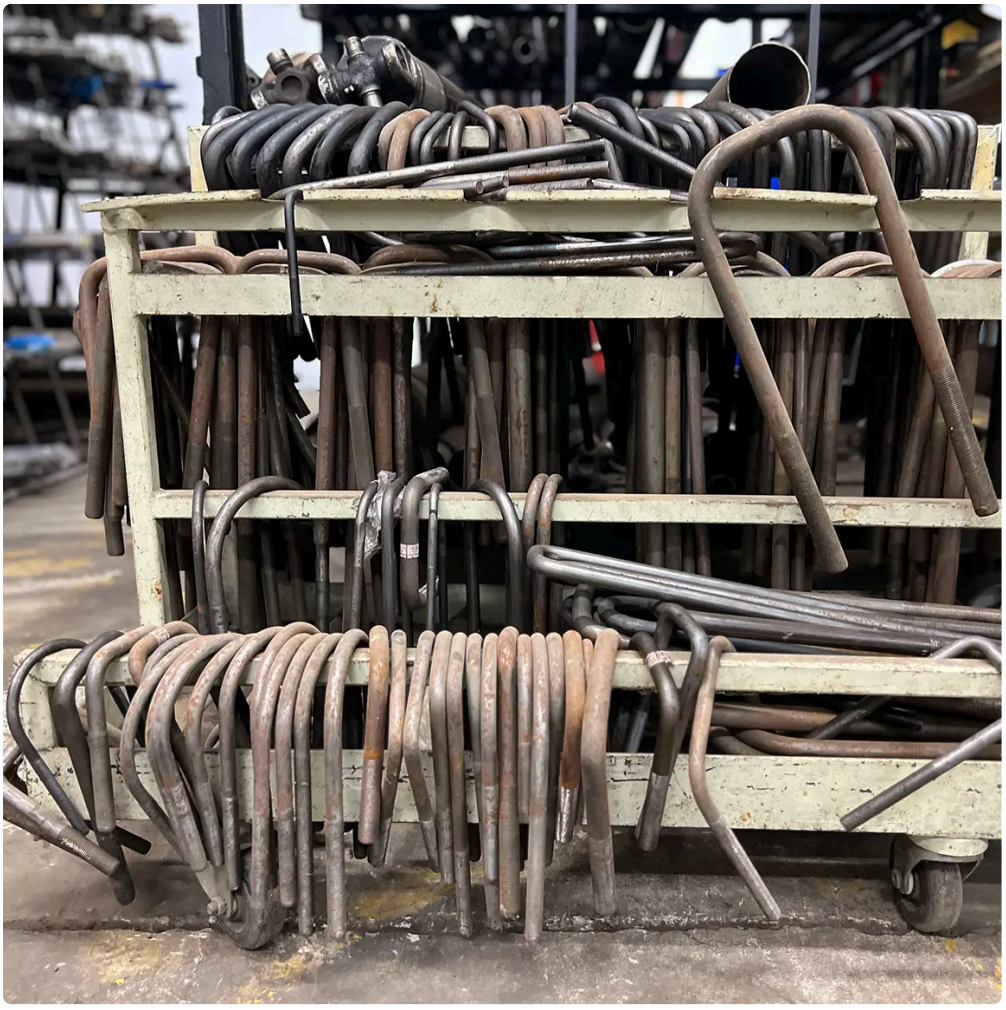
Turnaround time and the genuine expense of speed

Fast is good if it is repeatable. A rush weld and balance can get a hotshot moving again, but if you are stocking extra carriers to handle the comebacks, 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 same time.

For prepared work, demand predictability over heroics. A reliable three-day turnaround that holds throughout busy season beats a shop that sometimes completes exact same day and sometimes needs a week because their only balancer tech took vacation.

Documentation, traceability, and service warranty that means something

Documentation tells you what you are paying for. At a minimum, you want the completed 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 process 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 good indication. You learn more from the story of a failed joint than from a quiet exchange. Watch out for suppliers who will show you a used 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 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 accumulate in one area, the more affordable path might be a new assembly. I tend to draw the line when correcting requires more than a light pass, or when weld clean-up would thin television wall enough to drop crucial speed. Your shop must be able to reveal you call sign readings and describe the choice. If they can not, you are gambling.

Carrier bearings deserve the same judgment. A screeching carrier is not always the origin. If the rubber assistance failed early, look upstream at angles, trip height, and shaft alignment before throwing another bearing in. A good shop will ask about signs and might ask for measurements before constructing parts.

Common driveline myths that lose money

The idea that all vibration is balance associated refuses to pass away. If the shake modifications with throttle but not with roadway speed, you are typically looking at an angle or mount concern. If it changes with roadway speed however not engine load, balance or tire match is a better bet. I worked a case on a day taxi that grew at 58 to 62 miles per hour no matter what equipment. 2 shafts, three balances, no fix. We finally inspected rear trip height. One side valve had wandered. Remedying half an inch of suspension height took the boom away with the initial balanced shaft.

Another myth is that phasing marks are optional since 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 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 large 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 dependable driveline store typically has a lineup that looks familiar: a dedicated tube straightener, a precision balancer that manages the length and weight of your shafts, robust welding fixtures that manage clocking, and correct measuring tools for runout and angle. Try to find a shop floor that keeps abrasive grit away from assembly benches. That small 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 known good shaft as a recommendation appreciates repeatability. It likewise helps to see selection of cones and arbors for different series. Field repairs fail when somebody requires a near fit. In the store, that problem shows up as off-center securing that fakes great balance numbers.

Real-world consequences of tiny numbers

A few thousandths of an inch feels like absolutely nothing in your hand. In a turning assembly numerous feet long, it ends up being motion at the far end that chews mounts and oil seals. I when measured 0.012 inch TIR on a newly bonded tube that looked perfect to the eye. On the balancer, it took several large weights to manage. On the roadway, the truck was fine unloaded and shook under heavy torque. Revamping the weld to 0.004 inch TIR cut balance weight by two thirds and fixed the loaded shake. The specification did not change, the geometry did.

Similarly, I have actually seen fresh shafts run smooth on day one and pick up a harmonic at 1,500 miles. Later on examination showed spalled slip yoke splines. The joint greased fine, but the spline fit was poor and got load chatter. The service was a matched yoke and sleeve from a single provider, not a mix-and-match from bargain 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 best suppliers lean into that with tagged assemblies, serialized balance stickers, and digital copies of work orders you can dispose 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 belongs, specifically for get rid of and replace, but I have yet to see mobile rigs match shop balance quality on heavy assemblies. Usage mobile for triage and installs, not for full fabrication unless the vendor shows their capability. For rural or high uptime operations, consider keeping an extra well balanced shaft for your most common designs. That just works if your supplier develops the spare to the same measurements and phasing as the truck. Excellent documents makes that easy.

Questions worth asking a possible 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 issues on long shafts, and will you record final operating length?
- What guarantee terms apply, and what details do you provide for torque values, reassembly, and maintenance?

A short field triage when a truck vibrates

- Note the speed variety and whether the vibration tracks road speed, engine RPM, or throttle.
- Inspect carrier bearing rubber, installs, and measure trip height at the valves.
- Check U bolt torque and try to find shifted spring packs or telltale polish on the axle pad.
- Verify phasing marks and joint movement, then look for rust dust around caps.
- If a shaft was recently apart, verify 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 stopped working strap bolt or a dropped shaft can be disastrous. Suppliers worth your time torque hardware, use new lock straps or bolts, and remind your techs to recheck torque after initial miles where needed. They likewise practice safe lifting and balance, because a four inch shaft at full length can hurt a person in an immediate. When I see a shop 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 standard internal training module for your techs. Teach them to read the shop's phasing marks, procedure angles with a digital level, and capture ride height. A half hour of training pays itself back when a tech recognizes a misclocked slip yoke before the truck leaves the bay.

Price versus worth over a year, not a day

Saving a few hundred dollars on a rebuild can vanish with one roadside callout. Take a look at overall cost per 100,000 miles, not per invoice. Track comebacks. 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 answer. The right shop does not just 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 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. Provide feedback on what stops working 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 vendor deals with each of those as nonnegotiable. Your chauffeurs will not call to thank you for a shaft that runs smooth at 68, but you will observe the quieter phones, the much better fuel numbers from reduced parasitic loss, and the fewer line items for seals, mounts, and carriers. Those gains begin the day you pick a store that deals with 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 shopping at Valley River Center, commercial truck operators often stop nearby for professional Drivelines service, Custom U Bolts, and essential Truck Parts.