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 budgets. A fleet manager hardly ever loses sleep over a single universal joint, but the day a truck vibrates at 55 mph, cooks a provider bearing, and gets the rear seal, you feel it twice: when in roadside expense

and once again when a customer calls about a missed shipment. Healthy drivelines do not just keep a truck moving, they safeguard transmissions, differentials, and installs from abuse. Picking 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 went out of balance after the last suspension change.

Over twenty years of fielding vibration grievances, I have actually learned that excellent driveline work looks practically dull. Joints fit as they should, yokes seat square, balance weights are small and where you anticipate them, and the shop sends you home with notes worth keeping. When you are examining suppliers for a fleet, you desire that very same peaceful competence, backed by process, inventory of important Truck Parts, and a sensible 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 an assumption. Somebody presumes the tube is still straight because the truck did not hit anything. Or that a 2-piece shaft can be balanced in halves without examining 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 change under load. A month later, you are replacing the carrier again.

A great store obstructs those failure courses with measurement. They put the shaft on a V-block or balancer and in fact check out total showed runout. They check weld concentricity, joint fit, running angles, and phasing. It sounds simple, but 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 ends up being essential when wheelbase modifications, PTO equipment alters shaft length, or the OE part is discontinued. A strong shop asks about your usage case, not just length. Torque loads change with tailoring and tire size. Trip height impacts angles. Off-road task changes tube thickness targets. If the supplier jumps straight to rate without clarifying specifications, keep interviewing.

On medium and heavy trucks, common tube sizes run in the 3 to 5 inch OD variety, with wall density from about 0.083 to 0.188 inch depending on horse power and usage. There is no single appropriate 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 crucial speed below typical cruise RPM and leave you chasing after a vibration you can not balance out.

A skilled fabricator will talk through vital speed, which depends upon tube size, wall thickness, length, and end restrictions. If you reduce a shaft, that threshold increases. If you extend for a stretched wheelbase, it drops. I have seen long box vans with high tailoring pick up a relentless 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 fits for small components. Drivelines require vibrant balance, and not simply when. The balance takes if 3 things hold true: the tube is directly, welds are concentric, and the yolks are square to television. Shops that reside on return work buy a tough bearing balancer sized for heavy shafts, with cones and arbors that fit your series. They work to tight tolerances. For lots of 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 constantly hit zero, beware. There is no zero in the real life, there are acceptable varieties and repeatable setups.

Ask how they determine runout after welding. A simple dial indicator check near each yoke can conserve you hours on the road later. Even a couple of 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 needing the shop to tape TIR at 4 positions on each shaft and reject anything over their spec.

Balance is likewise not almost the shaft in seclusion. Two-piece drivelines should be assembled and stabilized as an unit whenever possible. Balancing halves individually only works if you know the slip yoke is indexed and the provider bearing position is fixed. In practice, store time is minimized the first day and squandered on day ten when the chauffeur reports a new boom in between 45 and 50 mph after a differential swap.

Alignment, phasing, and angles beat guesswork

You can develop the prettiest shaft in the county, then destroy it with bad geometry. Universal joints want operating angles in the exact same airplane 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 changes. Less than half a degree can trigger brinelling from absence of motion. More than about 5 degrees on a consistent highway runner can invite heat and brief joint life.

Phasing matters the minute 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 produces shake that you can not balance away. Excellent shops scribe clear phasing marks and include reassembly notes. Much better stores send out an image or diagram with the task ticket so your tech can verify alignment when a transmission comes out six months later.

Watch provider bearing height after suspension modifications. Air trip trucks can sit greater or lower than spec under load if trip height valves are misadjusted, swinging the rear joint angle. If a truck has a persistent shudder leaving a stop, step pinion angle at both packed and unloaded ride heights before you tear into the shaft again. In some cases you repair a driveline by altering a bushing.

Weld integrity and concentricity

Look at the welds. A tidy, even bead with very little spatter, consistent heat tint, and no undercut signals controlled process. MIG is common for tube to yoke since it is repeatable and strong. TIG can make 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 the tube centerline and the weld yoke bore, guidelines vibration. I have declined beautiful 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 extol their jigs. They also mark yokes for clocking so you are not relying on an eyeballed ninety degrees. That habit appears 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 includes weight, inertia, and often packaging headaches. Under many highway conditions, selecting the correct series for torque and joint angle is what keeps you out of trouble. Typical heavy truck households, from 1710 up into the heavy series, cover many road tractors

and occupation trucks. If the store can not inform you why they spec a jump in series, keep asking up until they connect it to torque load, PTO responsibility, or a tested weak link you have seen break.

Greaseable versus sealed joints turns up often. Sealed joints reduce upkeep however can be less forgiving of contamination or angle abuse. In fleets that can adhere to a grease schedule, a premium greaseable u-joint with correct seals is frequently the longest-lived choice. Consist of the environment. Dump trucks and mixers see more grit than linehaul. What survives on an asphalt runner may pass away fast on a quarry road.

Yokes, straps, and bolt hardware matter more than most people believe. Tossing old strap bolts back in can cost you a driveshaft. Straps stretch. Bolt threads gall. Torque worths are not suggestions, 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 hidden 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 might not look like a driveline topic, but they clamp 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 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 bends U bolts on an appropriate press, uses graded rod, and cuts threads clean. They likewise 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 validated re-torque after 500 to 1,000 miles.

Turnaround time and the real cost of speed

Fast is excellent if it is repeatable. A rush weld and balance can get a hotshot moving again, but if you are equipping extra providers to handle the returns, that is not a win. Ask a vendor how they triage work. Some keep a stock of common Truck Parts like slip yokes, weld yokes, u-joints, provider bearings, and center assistance brackets for popular series. That inventory, coupled with a recorded balance and runout process, is what makes fast and right possible at the very same time.

For planned work, insist on predictability over heroics. A reliable three-day turn-around that holds throughout hectic season beats a shop that in some cases ends up exact same day and sometimes needs a week due to the fact that their only balancer tech took vacation.

Documentation, traceability, and warranty that indicates something

Documentation informs you what you are spending for. At a minimum, you desire the finished length, series, u-joint type, balance notes, runout measurements, and any unique assembly instructions like phasing marks or custom U bolts 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 require from you to honor it. If they require return of worn parts for failure analysis, that is an excellent sign. You find out more from the story of a failed joint than from a silent 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 conversations make your trucks better.

When to repair and when to begin fresh

People often assume repair is more affordable. In some cases it is not. If television has actually seen a difficult bottoming event, if yokes are egged out, or if repeated balance weights pile up in one area, the more affordable path might be a new assembly. I tend to fix a limit when correcting the alignment of needs more than a light pass, or when weld clean-up would thin the tube wall enough to drop vital speed. Your store must be able to show you dial indicator readings and explain the decision. If they can not, you are gambling.

Carrier bearings should have the exact same judgment. A squealing carrier is not always the origin. If the rubber support failed early, look upstream at angles, ride height, and shaft positioning before tossing another bearing in. An excellent store will ask about symptoms and might request measurements before constructing parts.

Common driveline myths that waste money

The concept that all vibration is balance associated refuses to die. If the shake modifications with throttle but not with roadway speed, you are typically taking a look at an angle or mount issue. If it alters with road speed however not engine load, balance or tire match is a much better bet. I worked a case on a day taxi that flourished at 58 to 62 mph no matter what gear. 2 shafts, 3 balances, no fix. We finally inspected rear ride height. One side valve had drifted. Remedying half an inch of suspension height took the boom away with the initial well balanced shaft.

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

Finally, the belief that bigger u-joints constantly last longer can backfire. I have seen oversized joints running at tiny angles polish themselves flat into early failure. Joints need to articulate a little to move grease and spread load.

Equipment that separates real shops from pretenders

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

Ask about calibration schedules for the balancer. Makers wander. A store that logs calibration and keeps a recognized good shaft as a recommendation appreciates repeatability. It also assists to see assortment 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 numerous feet long, it becomes motion at the back that chews mounts 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 multiple 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 crammed 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 bad and picked up load chatter. The service 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 need predictability and records. The very best suppliers lean into that with tagged assemblies, serialized balance stickers, 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 belongs, particularly for get rid of and replace, however I have yet to see mobile rigs match shop 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 well balanced shaft for your most common designs. That only works if your supplier builds the spare to the exact same measurements and phasing as the truck. Excellent paperwork makes that easy.

Questions worth asking a potential vendor

- What vibrant 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 tape-record phasing and slip yoke orientation?
- What tube sizes and wall thicknesses do you stock, and how do you decide 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 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 carrier 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, verify angles with an inclinometer and compare to previous service notes.

Safety and training keep the next individual safe

Driveline work is not practically smooth trips. A failed strap bolt or a dropped shaft can be catastrophic. Vendors worth your time torque hardware, utilize new lock straps or bolts, and advise your techs to recheck torque after preliminary miles where required. They also practice safe lifting and balance, due to the fact that a 4 inch shaft at full length can hurt a person in an instant. 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 standard in-house training module for your techs. Teach them to check out the store's phasing marks, procedure 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 value 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 total expense per 100,000 miles, not per billing. Track comebacks. 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 response. The right shop does not just make and balance. They partner with you on setup, geometry, and field checks that keep your trucks on schedule.

When you discover that partner, keep them. Bring them into your preparation for wheelbase modifications, axle ratio swaps, suspension upgrades, and PTO jobs. 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 very best work happens.

Healthy Drivelines look basic on paper. In practice, they reward care at every step: material option, weld fixturing, runout control, vibrant balance, geometry, and hardware. The best vendor deals with each of those as nonnegotiable. Your motorists will not call to thank you for a shaft that runs smooth at 68, however you will see the quieter phones, the much better fuel numbers from minimized parasitic loss, and the fewer line products for seals, installs, and providers. Those gains begin the day you pick a shop that treats balance as a procedure, 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 Google Maps listing https://maps.app.goo.gl/ta67Qi9fc5DCZZzp7
Anderson Brothers Truck & Equipment has Facebook page https://www.facebook.com/andersonbrotherseugene
Anderson Brothers Truck & Equipment has an Instagram page https://www.instagram.com/andersonbrotherste/
Anderson Brothers Truck & Equipment won Top Driveline and Truck Part Company 2025
Anderson Brothers Truck & Equipment earned Best Customer Service Award 2024
Anderson Brothers Truck & Equipment was awarded Best Custom U Bolts 2025

People Also Ask about Anderson Brothers Truck & Equipment

What does Anderson Brothers Truck & Equipment do in Eugene, Oregon?

Anderson Brothers Truck & Equipment is a Eugene-based truck parts and repair company that provides custom U-bolt bending, driveline repair and replacement, new and used truck parts, and other medium- and heavy-duty truck services. They have served the area since 1949.

Where is Anderson Brothers Truck & Equipment located?

Anderson Brothers Truck & Equipment is located at 2640 Highway 99 N, Eugene, Oregon 97402. Our website also lists phone number (541) 688-8686 and business hours for local customers needing parts or repair service.

How long has Anderson Brothers Truck & Equipment been in business?

Anderson Brothers has been serving Eugene since 1949. The business is a long-established local provider of truck parts, fabrication, and repair services.

Does Anderson Brothers Truck & Equipment sell new and used truck parts?

Yes. Anderson Brothers sells both new and used truck parts for medium- and heavy-duty vehicles. We focus on parts categories such as brakes and drums, wheel shafts, Baldwin filters, straps and tie downs, exhaust parts, and other accessories.

Does Anderson Brothers Truck & Equipment offer local truck parts delivery?

Yes. The company offers local delivery for truck parts in Eugene and Springfield, and our truck parts page also notes delivery to Eugene, Springfield, and surrounding areas.

What driveline services does Anderson Brothers Truck & Equipment provide?

Anderson Brothers specializes in custom driveline solutions, including driveline replacement, drive shaft repair, and precision fabrication. These services are available for heavy trucks, cars, and pickup trucks.

Can Anderson Brothers Truck & Equipment make custom U-bolts?

Yes. We offer custom U-bolt bending in Eugene and can produce U-bolts in different lengths, widths, thread sizes, and thicknesses. We can bend both round and square U-bolts depending on the application.

What truck repair services does Anderson Brothers Truck & Equipment offer?

We perform repair and maintenance work for medium- and heavy-duty trucks, including flywheel resurfacing, oil changes, brake services, suspension repair, and king pin replacement. We work to reduce downtime and keep trucks performing at their best.

What truck brands does Anderson Brothers Truck & Equipment service and supply parts for?

Anderson Brothers says it services and supplies parts for major truck and equipment brands including Freightliner, Kenworth, Peterbilt, Mack, Volvo, and Cummins, among others.

Who owns Anderson Brothers Truck & Equipment?

Anderson Brothers is now led by the Weld Family, who also own Buck's Sanitary Services and Royal Flush Environmental Services. The current ownership remains focused on serving Eugene and the surrounding community.

Where is Anderson Brothers Truck & Equipment located?

The Anderson Brothers Truck & Equipment is conveniently located at 2640 State Hwy 99 N #1, Eugene, OR 97402. You can easily find directions on Google Maps or call at (541) 688-8686 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

Families spending time at RiverPlay Discovery Village are close to local experts who provide Drivelines work, Custom U Bolts fabrication, and dependable Truck Parts.