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, however the day a truck vibrates at 55 miles per hour, cooks a provider bearing, and gets the rear seal, you feel it twice: once

in roadside cost and again when a client calls about a missed out on delivery. Healthy drivelines do not simply keep a truck moving, they secure transmissions, differentials, and mounts 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 specialist who can discuss why a tube walked out of balance after the last suspension change.

Over twenty years of fielding vibration grievances, I have found out that excellent driveline work looks almost boring. Joints fit as they should, yokes seat square, balance weights are small and where you expect them, and the store sends you home with notes worth keeping. When you are examining vendors for a fleet, you want that exact same peaceful proficiency, backed by process, inventory of vital Truck Parts, and a reasonable turn-around time that holds up during peak season.

Where driveline tasks go sideways

Most failures do not start with a bad part. They start with an assumption. Someone 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 checking put together 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 change under load. A month later, you are replacing the provider again.

A good shop blocks those failure paths with measurement. They put the shaft on a V-block or balancer and really check out overall suggested runout. They examine weld concentricity, joint fit, operating angles, and phasing. It sounds easy, but you would marvel how many places toss a u-joint in on the bench, grease it, and call it a day.

Fabrication quality starts with the ideal questions

Custom fabrication ends up being necessary when wheelbase modifications, PTO equipment alters shaft length, or the OE part is discontinued. A strong shop inquires about your use case, not just length. Torque loads change with tailoring and tire size. Trip height affects angles. Off-road responsibility changes tube thickness targets. If the supplier jumps directly to rate without clarifying specifications, keep interviewing.

On medium and heavy trucks, typical tube sizes run in the 3 to 5 inch OD variety, with wall thickness from about 0.083 to 0.188 inch depending upon horsepower and usage. There is no single appropriate choice, but 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 critical speed listed below typical cruise RPM and leave you chasing a vibration you can not balance out.

A skilled fabricator will talk through critical speed, which depends upon tube diameter, wall density, length, and end restraints. If you shorten a shaft, that limit increases. If you extend for a stretched wheelbase, it drops. I have seen long box vans with tall gearing choice up a relentless 62 miles per hour shake after a wheelbase adjustment. The fix was not sticking more weight on the shaft. It was increasing a tube size and rebushing the provider to control motion.

Balancing that holds over time

Static balance on a bench fits for little elements. Drivelines require vibrant balance, and not just once. The balance takes if 3 things are true: television is directly, 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 lots of heavy truck applications, an excellent dynamic 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 hit no, be wary. There is no absolutely no in the real world, there are appropriate varieties and repeatable setups.

Ask how they determine runout after welding. A simple dial indication check near each yoke can save you hours on the road later. Even a few thousandths of an inch of TIR near the weld can stack up to awful deflection at travelling speed. One fleet I dealt with cut its driveline resurgence rate in half by needing the store to tape TIR at 4 positions on each shaft and decline 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. Balancing halves separately just works if you understand the slip yoke is indexed and the carrier bearing position is fixed. In practice, shop time is minimized day one and wasted on day ten when the motorist reports a new boom in between 45 and 50 mph after a differential swap.

Alignment, phasing, and angles beat guesswork

You can construct the prettiest shaft in the county, then destroy it with bad geometry. Universal joints desire operating angles in the very same aircraft and within a narrow range. Fleet experience says 1 to 3 degrees of operating angle is a healthy target for highway trucks, with input and output angles closely matched to cancel speed variations. Less than half a degree can cause brinelling from lack of movement. More than about 5 degrees on a constant 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 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 job ticket so your tech can validate positioning when a transmission comes out six months later.

Watch carrier bearing height after suspension modifications. Air trip trucks can sit greater or lower than specification 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. In some cases you repair a driveline by altering a bushing.

Weld integrity and concentricity

Look at the welds. A clean, even bead with very little 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 materials that need more heat control. The weld itself is not the whole story, however. Concentricity, the relationship between television centerline and the weld yoke bore, rules vibration. I have actually 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 positioning will brag about their jigs. They also mark yokes for clocking so you are not counting on an eyeballed ninety degrees. That routine appears later as smoother running and longer u-joint life.

Materials, series, and sensible part choices

Not every truck need to get the greatest joint you can purchase. Oversizing adds weight, inertia, and sometimes packaging headaches. Under many highway conditions, selecting the proper series for torque and joint angle is what keeps you out of trouble. Typical heavy truck families, from 1710 up into the heavy series, cover most roadway tractors and vocational trucks. If the shop can not inform you why they spec a dive in series, keep asking up until they connect it to torque load, PTO task, or a tested weak link you have seen break.

Greaseable versus sealed joints comes up often. Sealed joints decrease maintenance but can be less flexible of contamination or angle abuse. In fleets that can stick to a grease schedule, a premium greaseable u-joint with proper seals is typically the longest-lived choice. Include 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 think. Tossing old strap bolts back in can cost you a driveshaft. Straps extend. Bolt threads gall. Torque values are not suggestions, and they vary by series. If you do not have a spec, your vendor should. If they hand you parts without torque assistance, ask for it, or find someone who will.

Custom U Bolts and the concealed link to driveline health

You can have a best driveline and still burn through provider bearings if the axle does not remain where it belongs. Custom U Bolts might not seem like a driveline subject, but they clamp the axle to the spring pack and keep pinion angle stable. When a U bolt loses clamping force, the axle wraps under torque, the angle spikes, and the rear joint runs hot. In fleets with repeated angle associated 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 shop flexes U bolts on a proper press, utilizes graded rod, and cuts threads clean. They also measure the stack height so you have complete nut engagement without bottoming out. I have seen more than one mystery shudder treated with a fresh set of properly sized U bolts and a verified re-torque after 500 to 1,000 miles.

Turnaround time and the genuine cost 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 extra carriers to deal with the comebacks, that is not a win. Ask a supplier 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 recorded balance and runout procedure, is what makes quick and right possible at the very same time.

For prepared work, insist on predictability over heroics. custom U bolts A trusted three-day turnaround that holds throughout hectic season beats a store that in some cases ends up same day and sometimes needs a week since their only balancer tech took vacation.

Documentation, traceability, and guarantee that indicates something

Documentation tells 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 guidelines like phasing marks or slip yoke indexing. In a fleet setting, that paperwork helps 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. Watch 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 frequently presume repair is less expensive. In some cases it is not. If television has actually seen a tough bottoming event, if yokes are egged out, or if duplicated balance weights pile up in one location, the more affordable course may be a new assembly. I tend to fix a limit when correcting the alignment of requires more than a light pass, or when weld clean-up would thin the tube wall enough to drop important speed. Your shop must have the ability to show you call indicator readings and discuss the decision. If they can not, you are gambling.



Carrier bearings should have the very same judgment. A screeching carrier is not constantly the origin. If the rubber support failed early, look upstream at angles, trip height, and shaft positioning before tossing another bearing in. A great store will ask about symptoms and may request measurements before developing parts.

Common driveline myths that lose money

The concept that all vibration is balance related declines to pass away. If the shake modifications with throttle however not with road speed, you are typically looking at an angle or mount problem. If it alters with road speed but not engine load, balance or tire match is a much better bet. I worked a case on a day taxi that expanded at 58 to 62 miles per hour no matter what equipment. Two shafts, three balances, no fix. We lastly checked rear ride height. One side valve had actually wandered. Remedying half an inch of suspension height took the boom away with the original balanced shaft.

Another myth is that phasing marks are optional because splines will only fit one method. Some slip assemblies are keyed, lots of 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 go after a vibration for weeks.

Finally, the belief that bigger u-joints constantly last longer can backfire. I have seen large joints performing 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 stores from pretenders

A reliable driveline store generally has a lineup that looks familiar: a dedicated tube straightener, a precision balancer that handles the length and weight of your shafts, robust welding fixtures that manage clocking, and appropriate measuring tools for runout and angle. Try to find a store floor that keeps abrasive grit away from assembly benches. That small information matters when you are loading grease into a joint.

Ask about calibration schedules for the balancer. Machines drift. A shop that logs calibration and keeps a known great shaft as a recommendation cares about repeatability. It likewise assists to see assortment of cones and arbors for various series. Field repairs stop working when somebody forces a near fit. In the shop, that problem shows up as off-center clamping that fakes great balance numbers.

Real-world consequences of small numbers

A few thousandths of an inch seems like absolutely nothing in your hand. In a turning assembly several feet long, it becomes movement at the back that chews installs and oil seals. I when determined 0.012 inch TIR on a recently welded tube that looked perfect to the eye. On the balancer, it took numerous big 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 two thirds and solved the loaded 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 examination showed spalled slip yoke splines. The joint greased fine, but the spline fit was poor and got load chatter. The option was a matched yoke and sleeve from a single supplier, not a mix-and-match from bargain 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 best suppliers lean into that with tagged assemblies, serialized balance sticker labels, and digital copies of work orders you can dispose into your upkeep system. Some will add your truck or VIN number to the shaft tag so techs can match parts even if paperwork goes missing.

Mobile service has a place, specifically for get rid of and change, however I have yet to see mobile rigs match shop balance quality on heavy assemblies. Usage mobile for triage and installs, not for complete fabrication unless the vendor shows their capability. For rural or high uptime operations, consider keeping an extra well

balanced shaft for your most common designs. That only works if your supplier develops the extra to the same measurements and phasing as the truck. Great documentation makes that easy.

Questions worth asking a prospective vendor

- What dynamic balance tolerance variety 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 densities do you stock, and how do you decide in between repair and new builds?
- How do you manage crucial speed issues on long shafts, and will you document last operating length?
- What service warranty terms use, and what information do you offer torque values, reassembly, and maintenance?

A short field triage when a truck vibrates

- Note the speed range and whether the vibration tracks roadway speed, engine RPM, or throttle.
- Inspect provider bearing rubber, mounts, and measure ride height at the valves.
- Check U bolt torque and look for 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 just recently apart, verify angles with an inclinometer and compare to prior 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 catastrophic. Suppliers worth your time torque hardware, utilize new lock straps or bolts, and remind your techs to reconsider torque after initial miles where required. They also practice safe lifting and balance, due to the fact that a four inch shaft at complete length can injure an individual in an immediate. When I see a shop take time to cradle a shaft on the balancer, cushion yokes, and secure splines from grit, I trust them more with our people and our equipment.

Invest in a fundamental in-house training module for your techs. Teach them to check out the shop's phasing marks, step angles with a digital level, and capture ride height. A half hour of training pays itself back when a tech acknowledges a misclocked slip yoke before the truck leaves the bay.

Price versus value over a year, not a day

Saving a few hundred dollars on a rebuild can vanish with one roadside callout. Look at overall cost per 100,000 miles, not per invoice. 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 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, hold onto them. Bring them into your planning for wheelbase modifications, axle ratio swaps, suspension upgrades, and PTO projects. Let them spec Custom U Bolts when you change 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: product option, weld fixturing, runout control, dynamic balance, geometry, and hardware. The right vendor treats each of those as nonnegotiable. Your motorists will not contact us to thank you for a shaft that runs smooth at 68, but you will discover the quieter phones, the much better fuel numbers from lowered parasitic loss, and the less line items for seals, installs, and providers. Those gains begin the day you select a store that deals with balance as a procedure, not a one-time maker 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
Anderson Brothers Truck & Equipment has a phone number of (541) 688-8686
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Anderson Brothers Truck & Equipment has a website https://andersonbrotherste.com/
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

While exploring the exhibits at the Lane County History Museum, many drivers know they can find nearby support for Drivelines repair, Custom U Bolts manufacturing, and quality Truck Parts.