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 supervisor seldom loses sleep over a single universal joint, however the day a truck vibrates at 55 miles per hour, cooks a provider bearing, and secures the rear seal, you feel it two times: once in roadside cost and once again when a customer calls about a missed out on delivery. Healthy drivelines do not just keep a truck moving, they secure transmissions, differentials, and mounts from abuse. Choosing the right shop for custom fabrication, repair, and balance work is less about price on paper and more about consistency, traceability, and a technician who can explain why a tube walked out of balance after the last suspension change.

Over twenty years of fielding vibration problems, I have discovered that excellent driveline work looks nearly boring. Joints fit as they should, yokes seat square, balance weights are little and where you anticipate them, and the store sends you home with notes worth keeping. When you are assessing vendors for a fleet, you desire that exact same quiet skills, backed by procedure, stock of critical Truck Parts, and a practical turn-around time that holds up throughout peak season.

Where driveline tasks go sideways

Most failures do not start with a bad part. They begin with a presumption. Somebody assumes television is still straight since the truck did not strike anything. Or that a 2-piece shaft can be balanced 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 change under load. A month later on, you are changing the carrier again.

An excellent store blocks those failure courses with measurement. They put the shaft on a V-block or balancer and in fact read total showed runout. They inspect weld concentricity, joint fit, operating angles, and phasing. It sounds easy, however you would marvel how many locations throw 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 necessary when wheelbase changes, PTO equipment changes shaft length, or the OE part is terminated. A strong shop asks about your use case, not simply length. Torque loads alter with gearing and tire size. Trip height affects angles. Off-road responsibility modifications tube density targets. If the vendor jumps straight to rate without clarifying specs, keep interviewing.

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

A skilled fabricator will talk through critical speed, which depends upon tube size, wall density, length, and end restraints. If you shorten a shaft, that limit rises. If you extend for a stretched wheelbase, it drops. I have seen long box vans with high gearing choice up a consistent 62 mph 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 manage motion.

Balancing that holds over time

Static balance on a bench has its place for little parts. Drivelines require dynamic balance, and not simply as soon as. The balance takes if 3 things are true: television is straight, welds are concentric, and the yolks are square to television. Shops that reside on return work buy a hard 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 good dynamic balance tolerance lands in a range you can feel with your hands on the balancer stand, not full-on bench dance. If a store states they constantly hit absolutely no, be wary. There is no absolutely no in the real life, there are acceptable ranges and repeatable setups.

Ask how they measure runout after welding. A basic dial indicator check near each yoke can conserve you hours on the roadway later on. Even a couple of thousandths of an inch of TIR near the weld can accumulate to ugly deflection at cruising speed. One fleet I worked with cut its driveline comeback rate in half by requiring the shop to tape-record TIR at 4 positions on each shaft and turn down anything over their spec.

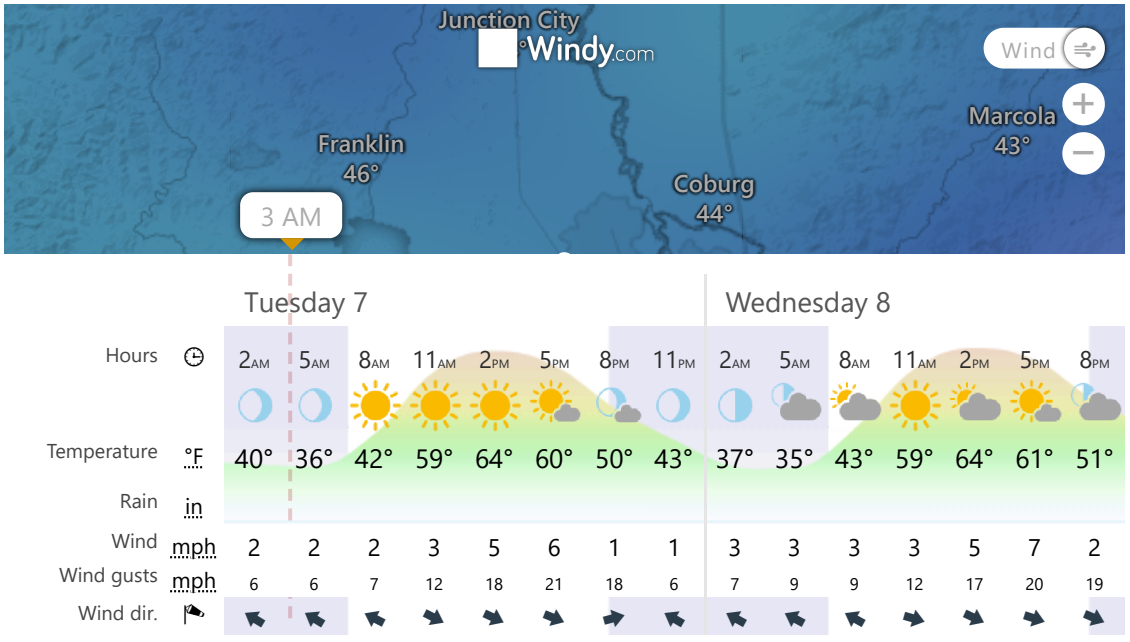
Balance is likewise not practically the shaft in isolation. Two-piece drivelines should be assembled and balanced as an unit whenever possible. Balancing halves individually just works if you know the slip yoke is indexed and the provider bearing position is fixed. In practice, shop time is saved money on the first day and wasted on day 10 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 construct the most beautiful shaft in the county, then destroy it with bad geometry. Universal joints desire running angles in the very same plane 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 changes. Less than half a degree can cause brinelling from lack of movement. More than about 5 degrees on a constant highway runner can invite heat and brief joint life.

Phasing matters the minute you present slip sections, two-piece shafts, or multi-axle PTOs. If the yokes at either end of a shaft are not in stage, the driveline develops shake that you can not balance away. Good shops scribe clear phasing marks and consist of reassembly notes. Better stores send out a picture or diagram with the task ticket so your tech can verify positioning when a transmission comes out 6 months later.

Watch provider bearing height after suspension modifications. Air ride trucks can sit greater or lower than spec under load if ride height valves are misadjusted, swinging the rear joint angle. If a truck has a consistent shudder leaving a stop, step pinion angle at both crammed and unloaded ride heights before you tear into the shaft once again. Sometimes you fix a driveline by changing 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 procedure. MIG is common for tube to yoke since it is repeatable and strong. TIG can make sense on thin wall work or products that require more heat control. The weld itself is not the entire story, however. Concentricity, the relationship in between television centerline and the weld yoke bore, rules vibration. I have actually declined lovely welds that were off center by the thickness of a matchbook. You feel that at speed.

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

Materials, series, and reasonable part choices

Not every truck ought to get the most significant joint you can buy. Oversizing includes weight, inertia, and often packaging headaches. Under most highway conditions, selecting the proper 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 a lot of roadway tractors and vocational trucks. If the store can not inform you why they spec a dive in series, keep asking up until they tie it to torque load, PTO duty, or a tested weak spot you have actually seen break.

Greaseable versus sealed joints shows up typically. Sealed joints minimize maintenance but 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 frequently the longest-lived alternative. Include the environment. Discard trucks and mixers see more grit than linehaul. What endures on an asphalt runner might pass away quick 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 stretch. Bolt threads gall. Torque worths are not suggestions, and they vary by series. If you do not have a specification, your vendor should. If they hand you parts without torque assistance, ask for it, or find somebody who will.

Custom U Bolts and the concealed link to driveline health

You can have a best driveline and still burn through carrier bearings if the axle does not stay where it belongs. Custom U Bolts might not look like a driveline topic, however they clamp the axle to the spring pack and keep pinion angle steady. When a U bolt loses securing force, the axle covers 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 flexes U bolts on a correct press, uses graded rod, and cuts threads clean. They also determine the stack height so you have full nut engagement without bottoming out. I have seen more than one secret shudder cured with a fresh set of correctly sized U bolts and a validated re-torque after 500 to 1,000 miles.

Turnaround time and the genuine cost of speed

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

For planned work, demand predictability over heroics. A dependable three-day turnaround that holds during busy season beats a store that often completes same day and sometimes needs a week because their only balancer tech took vacation.

Documentation, traceability, and guarantee that implies something

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

Warranty without procedure is marketing. When a store backs their work, ask what they need from you to honor it. If they require return of used parts for failure analysis, that is a great indication. You find out more from the story of a stopped working 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 incorrect brinelling. Those conversations make your trucks better.

When to repair and when to begin fresh

People often presume repair is less expensive. In some cases it is not. If television has actually seen a hard bottoming occasion, if yokes are egged out, or if repeated balance weights pile up in one location, the more cost-effective path 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 television wall enough to drop vital speed. Your store must be able to show you call indicator readings and explain the choice. If they can not, you are gambling.

Carrier bearings should have the same judgment. A screeching carrier is not constantly the origin. If the rubber assistance stopped working early, look upstream at angles, ride height, and shaft positioning before throwing another bearing in. An excellent shop will ask about signs and may ask for measurements before building parts.

Common driveline myths that squander money

The idea that all vibration is balance related refuses to die. 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 cab that boomed at 58 to 62 mph no matter what gear. 2 shafts, 3 balances, no repair. We lastly examined 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 only go together one method. Some slip assemblies are keyed, many are not. If your supplier does not add a noticeable mark and recheck after assembly, your tech in the field **drivelines** may clock it incorrect after a transmission pull and chase a vibration for weeks.

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

Equipment that separates real stores from pretenders

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

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

Real-world consequences of small numbers

A couple of thousandths of an inch feels like nothing in your hand. In a turning assembly a number of feet long, it becomes movement at the far end that chews mounts and oil seals. I when measured 0.012 inch TIR on a freshly bonded tube that looked perfect 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. Revamping the weld to 0.004 inch TIR cut balance weight by two thirds and resolved the loaded shake. The specification did not change, the geometry did.

Similarly, I have seen fresh shafts run smooth on day one and get a harmonic at 1,500 miles. Later on assessment revealed spalled slip yoke splines. The joint greased fine, however the spline fit was poor and picked up load chatter. The option was a matched yoke and sleeve from a single provider, not a mix-and-match from deal bins. Truck Parts are not all equivalent 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 sticker labels, and digital copies of work orders you can dump 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 has a place, specifically for get rid of and change, but I have yet to see mobile rigs match store balance quality on heavy assemblies. Usage mobile for triage and installs, not for complete fabrication unless the supplier shows their capability. For rural or high uptime operations, think about keeping a spare well balanced shaft for your most common models. That only works if your vendor constructs the extra to the same measurements and phasing as the truck. Great documentation makes that easy.

Questions worth asking a prospective 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 assembled, and do you tape phasing and slip yoke orientation?
- What tube sizes and wall densities do you stock, and how do you choose between repair and new builds?
- How do you handle critical speed issues on long shafts, and will you document last operating length?
- What warranty terms apply, and what information do you attend to torque worths, reassembly, and maintenance?

A brief field triage when a truck vibrates

- Note the speed range and whether the vibration tracks road speed, engine RPM, or throttle.
- Inspect provider bearing rubber, mounts, 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 just recently apart, validate angles with an inclinometer and compare to prior service notes.

Safety and training keep the next individual safe

Driveline work is not almost smooth trips. 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 advise your techs to recheck torque after preliminary miles where required. They likewise practice safe lifting and balance, due to the fact that a 4 inch shaft at complete length can hurt an individual in an instant. When I see a shop 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 internal training module for your techs. Teach them to read the store's phasing marks, step angles with a digital level, and capture trip height. A half hour of training pays itself back when a tech acknowledges a misclocked slip yoke before the truck leaves the bay.

Price versus worth over a year, not a day

Saving a couple of hundred dollars on a rebuild can disappear with one roadside callout. Look at overall expense 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 response. The right store 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 changes, 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 manuals. Give them feedback on what stops working 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 action: material option, weld fixturing, runout control, dynamic balance, geometry, and hardware. The right supplier treats each of those as nonnegotiable. Your motorists will not contact us to drivelines thank you for a shaft that runs smooth at 68, but you will notice the quieter phones, the better fuel numbers from minimized parasitic loss, and the fewer line items for seals, installs, and carriers. Those gains begin the day you pick 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
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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 visiting Skinner Butte Park, truck owners and fleet managers nearby often rely on trusted Drivelines service, Custom U Bolts fabrication, and dependable Truck Parts to keep their vehicles running smoothly.