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

Anderson Brothers Truck & Equipment

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

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

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

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

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

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Downtime eats spending plans. A fleet supervisor hardly ever loses sleep over a single universal joint, but the day a truck vibrates at 55 mph, cooks a carrier bearing, and secures the rear seal, you feel it twice: as soon as in roadside expense and 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. Selecting the right purchase custom fabrication, repair, and balance work is less about rate on paper and more about consistency, traceability, and a technician who can describe 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 evaluating vendors for a fleet, you desire that exact same peaceful competence, backed by process, stock of critical Truck Parts, and a practical turnaround time that holds up during peak season.

Where driveline tasks go sideways

Most failures do not begin with a bad part. They begin with an assumption. Somebody presumes television is still straight since the truck did not hit 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.

A great store blocks those failure courses with measurement. They put the shaft on a V-block or balancer and actually check out overall suggested runout. They inspect weld concentricity, joint fit, running angles, and phasing. It sounds simple, however you would be surprised how many locations toss a u-joint in on the bench, grease it, and call it a day.

Fabrication quality begins with the right questions

Custom fabrication ends up being required when wheelbase changes, PTO equipment changes shaft length, or the OE part is discontinued. A strong store inquires about your usage case, not simply length. Torque loads alter with tailoring and tire size. Trip height affects angles. Off-road task modifications tube density targets. If the vendor jumps directly to price without clarifying specs, keep interviewing.

On medium and heavy trucks, typical tube sizes run in the 3 to 5 inch OD range, with wall density from about 0.083 to 0.188 inch depending upon horsepower and use. 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 press the shaft's vital speed below regular cruise RPM and leave you chasing after a vibration you can not balance out.

An experienced producer will talk through vital speed, which depends upon tube size, wall density, length, and end restraints. If you shorten a shaft, that threshold increases. If you lengthen for an extended wheelbase, it drops. I have actually seen long box vans with tall gearing choice up a persistent 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 carrier to control motion.

Balancing that holds over time

Static balance on a bench fits for little elements. Drivelines need vibrant balance, and not simply as soon as. The balance takes if 3 things are true: the tube is straight, welds are concentric, and the yolks are square to television. Shops that live on return work invest in 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 vibrant balance tolerance lands in a variety you can feel with your hands on the balancer stand, not full-on bench dance. If a store states they constantly hit zero, be wary. There is no absolutely no in the real life, there are acceptable ranges and repeatable setups.

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

Balance is also not just about the shaft in seclusion. Two-piece drivelines need to be assembled and stabilized as a system whenever possible. Stabilizing halves independently just works if you know the slip yoke is indexed and the carrier bearing position is repaired. In practice, shop time is saved money on day one and lost on day 10 when the motorist reports a new boom 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 want running angles in the exact 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 stable highway runner can invite heat and brief 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 develops shake that you can not balance away. Great shops scribe clear phasing marks and consist of reassembly notes. Much better stores send out a picture or diagram with the task ticket so your tech can confirm positioning when a transmission comes out 6 months later.

Watch carrier bearing height after suspension changes. Air ride trucks can sit greater or lower than specification under load if trip height valves are misadjusted, swinging the rear joint angle. If a truck has a consistent shudder leaving a stop, measure pinion angle at both crammed and unloaded trip heights before you tear into the shaft once again. Often you repair a driveline by changing a bushing.

Weld stability and concentricity

Look at the welds. A tidy, even bead with minimal spatter, constant heat tint, and no undercut signals controlled process. MIG prevails for tube to yoke due to the fact that 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, 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 component every weld, clock the yokes, and validate 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 routine appears later on as smoother running and longer u-joint life.

Materials, series, and reasonable part choices

Not every truck should get the greatest joint you can purchase. Oversizing adds weight, inertia, and sometimes product packaging headaches. Under a lot of highway conditions, selecting the proper 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 the majority of roadway tractors and trade trucks. If the store can not tell you why they spec a dive in series, keep asking till they tie it to torque load, PTO task, or a proven weak spot you have seen break.

Greaseable versus sealed joints turns up often. Sealed joints reduce upkeep but can be less flexible of contamination or angle abuse. In fleets that can adhere to a grease schedule, a premium greaseable u-joint with appropriate seals is custom U bolts andersonbrotherste.com typically the longest-lived choice. Include the environment. Dump trucks and mixers see more grit than linehaul. What endures on an asphalt runner might die fast on a quarry road.

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

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

A good suspension or driveline store bends U bolts on a correct press, utilizes graded rod, and cuts threads clean. They likewise determine the stack height so you have complete nut engagement without bottoming out. I have actually seen more than one secret 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 expense of speed

Fast is great if it is repeatable. A rush weld and balance can get a hotshot moving again, but if you are stocking extra providers to deal with the resurgences, that is not a win. Ask a supplier how they triage work. Some keep a stock of common Truck Parts like slip yokes, weld yokes, u-joints, provider bearings, and center support brackets for popular series. That inventory, paired with a recorded balance and runout process, is what makes quickly and right possible at the exact same time.

For planned work, insist on predictability over heroics. A trusted three-day turnaround that holds throughout busy season beats a shop that sometimes completes exact same day and sometimes requires a week due to the fact that their only balancer tech took vacation.

Documentation, traceability, and guarantee that implies something

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

Warranty without procedure is marketing. When a shop 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 good sign. You find out more from the story of a stopped working joint than from a silent exchange. Watch out for suppliers who will show 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 start fresh

People often presume repair is cheaper. Sometimes it is not. If television has seen a difficult bottoming event, if yokes are egged out, or if repeated balance weights accumulate 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 cleanup would thin television wall enough to drop crucial speed. Your store must be able to show you dial indication readings and describe the decision. If they can not, you are gambling.

Carrier bearings should have the exact same judgment. A squealing provider is not always the origin. If the rubber assistance stopped working early, look upstream at angles, ride height, and shaft alignment before throwing another bearing in. A good store will ask about signs and might request measurements before constructing parts.

Common driveline misconceptions that lose money

The concept that all vibration is balance related declines to pass away. If the shake changes with throttle however not with road speed, you are typically looking at an angle or install issue. If it alters with roadway speed however not engine load, balance or tire match is a much better bet. I worked a case on a day cab that grew at 58 to 62 mph no matter what equipment. 2 shafts, three balances, no fix. We lastly checked rear trip height. One side valve had actually wandered. Correcting half an inch of suspension height took the boom away with the initial balanced shaft.

Another myth is that phasing marks are optional due to the fact that splines will only go together one way. Some slip assemblies are keyed, numerous are not. If your supplier does not add a visible mark and recheck after assembly, your tech in the field may clock it wrong after a transmission pull and go after a vibration for weeks.

Finally, the belief that larger u-joints constantly last longer can backfire. I have actually seen large joints running at small 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 reputable driveline shop generally has a lineup that looks familiar: a devoted tube straightener, an accuracy balancer that handles the length and weight of your shafts, robust welding components that manage clocking, and appropriate measuring tools for runout and angle. Look for a store flooring that keeps abrasive grit away from assembly benches. That little information matters when you are loading 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 also helps 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 clamping that fakes good balance numbers.

Real-world consequences of tiny numbers

A few thousandths of an inch feels like absolutely nothing in your hand. In a rotating assembly several feet long, it ends up being motion at the far end that chews mounts and oil seals. I as soon as measured 0.012 inch TIR on a freshly welded tube that looked best to the eye. On the balancer, it took numerous large weights to control. On the road, the truck was great unloaded and shook under heavy torque. Reworking the weld to 0.004 inch TIR cut balance weight by 2 thirds and fixed the packed shake. The spec 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 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 supplier, not a mix-and-match from deal bins. Truck Parts are not all equal 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 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 documentation goes missing.

Mobile service belongs, especially for remove 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 full fabrication unless the supplier shows their ability. For rural or high uptime operations, think about keeping a spare balanced shaft for your most common designs. That just works if your supplier builds the spare to the same measurements and phasing as the truck. Great documents makes that easy.

Questions worth asking a possible 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 record phasing and slip yoke orientation?
- What tube sizes and wall thicknesses do you stock, and how do you choose between repair and new builds?
- How do you handle critical speed concerns on long shafts, and will you record final operating length?
- What guarantee terms apply, and what details do you attend to torque worths, reassembly, and maintenance?

A short field triage when a truck vibrates

- Note the speed variety and whether the vibration tracks roadway speed, engine RPM, or throttle.
- Inspect provider bearing rubber, mounts, and determine 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 check for rust dust around caps.
- If a shaft was recently apart, confirm angles with an inclinometer and compare to prior service notes.

Safety and training keep the next person safe

Driveline work is not almost smooth trips. A failed strap bolt or a dropped shaft can be devastating. 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 also practice safe lifting and balance, due to the fact that a four inch shaft at complete length can injure a person in an instant. 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 fundamental internal training module for your techs. Teach them to read the shop's phasing marks, procedure angles with a digital level, and capture trip 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 value over a year, not a day

Saving a few hundred dollars on a rebuild can disappear with one roadside callout. Look at overall cost per 100,000 miles, not per invoice. Track comebacks. 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 store does not just produce 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 handbooks. Give them feedback on what fails in the field. That loop is where the best work happens.

Healthy Drivelines look basic on paper. In practice, they reward care at every step: material choice, weld fixturing, runout control, dynamic balance, geometry, and hardware. The ideal vendor deals with each of those as nonnegotiable. Your drivers will not contact us 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 items for seals, installs, and providers. Those gains begin the day you select a shop that treats balance as a procedure, not a one-time device 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

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.