

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 consumes budgets. A fleet supervisor seldom loses sleep over a single universal joint, however the day a truck vibrates at 55 mph, cooks a provider bearing, and gets the rear seal, you feel it twice: as soon as in

roadside expense and again when a client calls about a missed delivery. Healthy drivelines do not simply keep a truck moving, they safeguard transmissions, differentials, and mounts from abuse. Picking the right look for custom fabrication, repair, and balance work is less about cost 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 problems, I have learned that excellent driveline work looks practically uninteresting. Joints fit as they should, yokes seat square, balance weights are small and where you expect them, and the shop sends you home with notes worth keeping. When you are assessing vendors for a fleet, you desire that same peaceful competence, backed by procedure, inventory of vital 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 begin with an assumption. Somebody assumes television is still straight because the truck did not strike anything. Or that a 2-piece shaft can be stabilized in halves without examining put together runout. Or that the phasing marks did not matter when reassembling after transmission service. The truck entrusts a subtle vibration that grows as bushings settle and angles change under load. A month later on, you are changing the provider again.

A great store obstructs those failure paths with measurement. They put the shaft on a V-block or balancer and actually check out overall indicated runout. They check weld concentricity, joint fit, operating angles, and phasing. It sounds easy, but you would be surprised how many locations throw a u-joint in on the bench, grease it, and call it a day.

Fabrication quality starts with the ideal questions

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





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

An experienced producer will talk through important speed, which depends on tube size, wall density, length, and end constraints. If you reduce a shaft, that threshold increases. If you lengthen for an extended wheelbase, it drops. I have seen long box vans with high tailoring pick up a persistent 62 miles per hour shake after a wheelbase adjustment. The fix 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 has its place for small parts. Drivelines require dynamic balance, and not just as soon as. The balance takes if three things are true: the tube is straight, welds are concentric, and the yolks are square to television. Shops that live on return work purchase 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, an excellent 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 states they constantly struck absolutely no, beware. There is no absolutely no in the real life, there are acceptable varieties and repeatable setups.

Ask how they determine runout after welding. An easy dial sign check near each yoke can conserve you hours on the roadway later on. 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-record TIR at 4 positions on each shaft and decline anything over their spec.

Balance is likewise not almost the shaft in isolation. Two-piece drivelines need to be put together and stabilized as a system whenever possible. Balancing halves independently only works if you understand the slip yoke is indexed and the carrier bearing position is fixed. In practice, store time is minimized day one and wasted on day ten when the motorist reports a new boom in between 45 and 50 miles per hour after a differential swap.

Alignment, phasing, and angles beat guesswork

You can develop the most beautiful shaft in the county, then ruin it with bad geometry. Universal joints desire running angles in the very same airplane and within a narrow variety. Fleet experience states 1 to 3 degrees of running angle is a healthy target for highway trucks, with input and output angles carefully matched to cancel speed fluctuations. Less than half a degree can trigger brinelling from absence of motion. More than about 5 degrees on a stable highway runner can invite heat and short joint life.

Phasing matters the moment 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. Good stores scribe clear phasing marks and consist of reassembly notes. Better shops send 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 changes. Air trip 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 loaded and unloaded ride heights before you tear into the shaft once again. In some cases you repair a driveline by altering a bushing.

Weld stability 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 because it is repeatable and strong. TIG can make sense on thin wall work or products that need more heat control. The weld itself is not the entire story, however. Concentricity, the relationship between television centerline and the weld yoke bore, rules vibration. I have actually rejected beautiful welds that were off center by the density of a matchbook. You feel that at speed.

Shops that fixture [truck parts](#) every weld, clock the yokes, and confirm bore-to-tube positioning will extol their jigs. They also mark yokes for clocking so you are not counting on an eyeballed ninety degrees. That habit appears later as smoother running and longer u-joint life.

Materials, series, and sensible part choices

Not every truck must get the most significant joint you can purchase. Oversizing includes weight, inertia, and in some cases product packaging headaches. Under the majority of highway conditions, selecting the appropriate series for torque and joint angle is what keeps you out of trouble. Common heavy truck families, from 1710 up into the heavy series, cover most roadway tractors and vocational trucks. If the store can not inform you why they spec a jump in series, keep asking till they connect it to torque load, PTO responsibility, or a proven weak link you have actually seen break.

Greaseable versus sealed joints turns up often. Sealed joints minimize maintenance however can be less flexible of contamination or angle abuse. In fleets that can stay with a grease schedule, a premium greaseable u-joint with proper seals is typically the longest-lived choice. Consist of the environment. Discard 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. Tossing old strap bolts back in can cost you a driveshaft. Straps stretch. Bolt threads gall. Torque values are not ideas, and they differ by series. If you do not have a specification, your supplier 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 an ideal driveline and still burn through provider bearings if the axle does not remain where it belongs. Custom U Bolts might not look like a driveline topic, however they secure 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 duplicated angle related 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 store bends U bolts on a correct press, uses graded rod, and cuts threads tidy. 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 cost of speed

Fast is great if it is repeatable. A rush weld and balance can get a hotshot moving again, but if you are equipping extra carriers to handle the comebacks, that is not a win. Ask a vendor how they triage work. Some keep an inventory of typical Truck Parts like slip yokes, weld yokes, u-joints, provider bearings, and center support brackets for popular series. That inventory, coupled with a documented balance and runout procedure, is what makes quick and right possible at the same time.

For prepared work, demand predictability over heroics. A reliable three-day turn-around that holds throughout busy season beats a store that sometimes finishes exact same day and sometimes needs a week due to the fact that their only balancer tech took vacation.

Documentation, traceability, and service warranty that indicates something

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

Warranty without process is marketing. When a shop backs their work, ask what they need from you to honor it. If they need return of worn parts for failure analysis, that is a good indication. You learn more from the story of a stopped working joint than from a silent exchange. Watch out for suppliers who will show you a used 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 frequently presume repair is cheaper. In some cases it is not. If television has seen a difficult bottoming occasion, if yokes are egged out, or if repeated balance weights pile up in one area, the more cost-effective path might be a new assembly. I tend to draw the line when correcting the alignment of needs more than a light pass, or when weld clean-up would thin the tube wall enough to drop important speed. Your shop needs to be able to reveal you call sign readings and explain the choice. If they can not, you are gambling.

Carrier bearings should have the exact same judgment. A squealing carrier is not constantly the origin. If the rubber support failed early, look upstream at angles, trip height, and shaft alignment before throwing another bearing in. A great store will inquire about symptoms and may request measurements before constructing parts.

Common driveline myths that squander money

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

Another misconception is that phasing marks are optional because splines will only go together one method. Some slip assemblies are keyed, many are not. If your supplier does not add a visible mark and recheck after assembly, your tech in the field might clock it incorrect after a transmission pull and chase after a vibration for weeks.

Finally, the belief that larger u-joints constantly last longer can backfire. I have actually seen oversized 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 dependable driveline store generally has a lineup that looks familiar: a devoted tube straightener, an accuracy balancer that manages the length and weight of your shafts, robust welding components that manage clocking, and correct measuring tools for runout and angle. Try to find a shop flooring that keeps abrasive grit away from assembly benches. That little detail 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 recognized great shaft as a recommendation cares about 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 shop, that issue appears as off-center securing that phonies excellent balance numbers.

Real-world consequences of tiny numbers

A few thousandths of an inch seems like absolutely nothing in your hand. In a rotating assembly several feet long, it ends up being motion at the back that chews mounts and oil seals. I when measured 0.012 inch TIR on a newly welded tube that looked perfect to the eye. On the balancer, it took multiple big 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 two thirds and solved the cramped shake. The specification did not alter, the geometry did.

Similarly, I have actually seen fresh shafts run smooth on the first day and get a harmonic at 1,500 miles. Later on assessment revealed spalled slip yoke splines. The joint greased fine, but the spline fit was poor and got load chatter. The solution 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 dump into your maintenance system. Some will add your truck or VIN number to the shaft tag so techs can match parts even if documentation goes missing.

Mobile service belongs, particularly for eliminate 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 full fabrication unless the vendor shows their ability. For rural or high uptime operations, think about keeping an extra well balanced shaft

for your most typical models. That just works if your vendor constructs the extra to the very 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 record phasing and slip yoke orientation?
- What tube sizes and wall densities do you stock, and how do you choose in between repair and new builds?
- How do you manage vital speed concerns on long shafts, and will you record last operating length?
- What guarantee terms apply, and what details do you offer torque values, reassembly, and maintenance?

A short field triage when a truck vibrates

- Note the speed variety and whether the vibration tracks road speed, engine RPM, or throttle.
- Inspect carrier bearing rubber, installs, and determine ride height at the valves.
- Check U bolt torque and look for 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 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 just about smooth rides. A stopped working strap bolt or a dropped shaft can be devastating. Suppliers worth your time torque hardware, use new lock straps or bolts, and advise your techs to recheck torque after initial miles where needed. They also practice safe lifting and balance, because a 4 inch shaft at complete length can injure a person in an immediate. 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 fundamental internal training module for your techs. Teach them to read the store'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 couple of hundred dollars on a rebuild can vanish with one roadside callout. Take a look at total cost per 100,000 miles, not per billing. Track returns. 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 answer. The right shop does not just produce and balance. They partner with you on setup, geometry, and field checks that keep your trucks on schedule.

When you discover that partner, hold onto them. Bring them into your planning for wheelbase changes, axle ratio swaps, suspension upgrades, and PTO tasks. Let them spec Custom U Bolts when you alter spring packs and request their torque sheets for your handbooks. Provide feedback on what stops working in the field. That loop is where the best work happens.

Healthy Drivelines look easy on paper. In practice, they reward care at every action: material option, weld fixturing, runout control, vibrant balance, geometry, and hardware. The right vendor deals with each of those as nonnegotiable. Your motorists will not call 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 products for seals, mounts, and providers. Those gains begin the day you choose a shop that treats balance as a process, 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/ta67Qi9fc5DCZZp7>

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](tel:5416888686), 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.