

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 spending plans. 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 cost and again when a customer calls about a missed shipment. 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 rate on paper and more about consistency, traceability, and a professional who can describe why a tube left of balance after the last suspension change.

Over twenty years of fielding vibration grievances, I have actually learned that great driveline work looks almost dull. 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 exact same quiet proficiency, backed by procedure, stock of vital Truck Parts, and a practical turn-around time that holds up during peak season.

Where driveline jobs go sideways

Most failures do not begin with a bad part. They begin with a presumption. Somebody assumes the tube is still straight due to the fact that the truck did not hit anything. Or that a 2-piece shaft can be stabilized in halves without examining 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 replacing the provider again.

An excellent shop obstructs those failure paths with measurement. They put the shaft on a V-block or balancer and actually read overall suggested runout. They examine weld concentricity, joint fit, running angles, and phasing. It sounds simple, however you would be surprised the number of places toss a u-joint in on the bench, grease it, and call it a day.

Fabrication quality begins with the ideal questions

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

On medium and heavy trucks, common tube sizes run in the 3 to 5 inch OD range, with wall thickness from about 0.083 to 0.188 inch depending on horsepower and usage. There is no single proper option, however there are incorrect ones. A tube that is too light heads out of round under torque and withstands balance. A tube that is too heavy can press the shaft's crucial speed listed below regular 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 shorten a shaft, that limit rises. If you lengthen for an extended wheelbase, it drops. I have actually seen long box vans with high tailoring pick up a relentless 62 miles per hour shake after a wheelbase modification. The repair was not sticking more weight on the shaft. It was going up a tube size and rebushing the provider to manage motion.

Balancing that holds over time

Static balance on a bench fits for small elements. Drivelines require dynamic balance, and not just once. The balance takes if three things are true: the tube is directly, welds are concentric, and the yolks are square to the tube. Shops that reside on return work invest in a tough bearing balancer sized for heavy shafts, with cones and arbors that fit your series. They work to tight tolerances. For many 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 store states [truck parts](#) they constantly struck no, beware. There is no absolutely no in the real life, there are appropriate varieties and repeatable setups.

Ask how they determine runout after welding. A simple dial indication 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 stack up to awful deflection at travelling speed. One fleet I worked 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 also not practically the shaft in isolation. Two-piece drivelines should be put together and balanced as an unit whenever possible. Stabilizing halves individually just works if you understand the slip yoke is indexed and the provider bearing position is repaired. In practice, store time is saved money on the first day and squandered 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 build the prettiest shaft in the county, then ruin it with bad geometry. Universal joints desire operating angles in the exact same plane and within a narrow variety. Fleet experience says 1 to 3 degrees of operating angle is a healthy target for highway trucks, with input and output angles closely matched to cancel velocity changes. Less than half a degree can trigger brinelling from lack of motion. More than about 5 degrees on a steady highway runner can welcome heat and short joint life.

Phasing matters the minute you introduce slip areas, two-piece shafts, or multi-axle PTOs. If the yokes at either end of a shaft are not in phase, the driveline creates shake that you can not balance away. Good stores scribe clear phasing marks and include reassembly notes. Better shops send 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 persistent shudder leaving a stop, step pinion angle at both loaded and unloaded trip heights before you tear into the shaft again. Sometimes you fix 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 managed procedure. MIG is common for tube to yoke because it is repeatable and strong. TIG can make good sense on thin wall work or products that need more heat control. The weld itself is not the entire story, though. Concentricity, the relationship between television centerline and the weld yoke bore, guidelines vibration. I have declined beautiful 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 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 habit shows up later on as smoother running and longer u-joint life.

Materials, series, and reasonable part choices

Not every truck must get the biggest joint you can buy. Oversizing adds weight, inertia, and in some cases product packaging headaches. Under a lot of highway conditions, selecting the appropriate series for torque and joint angle is what keeps you out of difficulty. 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 until they tie it to torque load, PTO task, or a proven weak spot you have actually seen break.

Greaseable versus sealed joints shows up often. Sealed joints reduce maintenance but can be less forgiving of contamination or angle abuse. In fleets that can stay with a grease schedule, a premium greaseable u-joint with appropriate seals is typically the longest-lived option. Include the environment. Discard trucks and mixers see more grit than linehaul. What makes it through on an asphalt runner might pass away quick on a quarry road.

Yokes, straps, and bolt hardware matter more than the majority of 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 specification, your vendor should. If they hand you parts without torque guidance, ask for it, or find someone who will.

Custom U Bolts and the covert link to driveline health

You can have a perfect driveline and still burn through carrier bearings if the axle does not remain where it belongs. Custom U Bolts may not seem like a driveline subject, 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 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 flexes U bolts on a proper press, utilizes graded rod, and cuts threads clean. They likewise determine the stack height so you have full nut engagement without bottoming out. I have actually seen more than one mystery shudder cured 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 good if it is repeatable. A rush weld and balance can get a hotshot moving again, however if you are stocking extra carriers to deal with the resurgences, 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, carrier 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 planned work, insist on predictability over heroics. A reputable three-day turnaround that holds throughout hectic season beats a store that in some cases finishes very same day and in some cases requires a week due to the fact that their only balancer tech took vacation.

Documentation, traceability, and guarantee that suggests something

Documentation informs you what you are paying for. At a minimum, you want 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 documentation helps your own techs prevent rework later.

Warranty without procedure 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 a good indication. You learn more from the story of a failed joint than from a silent exchange. Watch out for vendors who will reveal 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 start fresh

People typically presume repair is less expensive. Often it is not. If the tube has seen a tough bottoming occasion, if yokes are egged out, or if repeated balance weights pile up in one area, the more economical path may be a new assembly. I tend to draw the line when correcting the alignment of requires more than a light pass, or when weld clean-up would thin the tube wall enough to drop critical speed. Your store needs to be able to show you dial indication readings and explain the decision. If they can not, you are gambling.

Carrier bearings should have the very same judgment. A screeching carrier is not constantly the source. If the rubber support stopped working early, look upstream at angles, ride height, and shaft positioning before tossing another bearing in. A great shop will ask about symptoms and might ask for measurements before developing parts.

Common driveline misconceptions that waste money

The idea that all vibration is balance associated declines to die. If the shake modifications with throttle but not with roadway speed, you are frequently taking a look at an angle or mount issue. If it changes with roadway speed but not engine load, balance or tire match is a better bet. I worked a case on a day cab that flourished at 58 to 62 miles per hour no matter what equipment. Two shafts, 3 balances, no fix. We finally checked rear ride height. One side valve had wandered. Fixing half an inch of suspension height took the boom away with the original balanced shaft.

Another myth is that phasing marks are optional due to the fact that splines will just 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 may clock it incorrect after a transmission pull and chase after a vibration for weeks.

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

Equipment that separates real shops from pretenders

A trustworthy driveline shop generally has a lineup that looks familiar: a devoted tube straightener, a precision balancer that deals with 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 small information matters when you are loading grease into a joint.

Ask about calibration schedules for the balancer. Devices wander. A shop that logs calibration and keeps a known excellent shaft as a referral cares about repeatability. It also assists to see assortment of cones and arbors for various series. Field repairs stop working when someone requires a near fit. In the shop, that problem shows up as off-center clamping that fakes good balance numbers.



Real-world effects of small numbers

A couple of thousandths of an inch seems like absolutely nothing in your hand. In a rotating assembly numerous feet long, it ends up being motion at the far end that chews installs and oil seals. I once determined 0.012 inch TIR on a recently welded tube that looked best to the eye. On the balancer, it took several large weights to

manage. On the road, the truck was fine unloaded and shook under heavy torque. Remodeling the weld to 0.004 inch TIR cut balance weight by 2 thirds and resolved the packed shake. The specification did not change, the geometry did.

Similarly, I have seen fresh shafts run smooth on day one and pick up a harmonic at 1,500 miles. Later evaluation revealed spalled slip yoke splines. The joint greased fine, but the spline fit was bad and got load chatter. The service 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 models that support fleets

Fleets require predictability and records. The very best vendors lean into that with tagged assemblies, serialized balance sticker labels, and digital copies of work orders you can discard 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, especially for get rid of and replace, however I have yet to see mobile rigs match store balance quality on heavy assemblies. Use mobile for triage and installs, not for full fabrication unless the vendor proves their ability. For rural or high uptime operations, think about keeping an extra balanced shaft for your most common designs. That only works if your vendor develops the extra to the same measurements and phasing as the truck. Excellent paperwork makes that easy.

Questions worth asking a potential vendor

- What dynamic balance tolerance range do you hold for heavy truck Drivelines, and how do you validate runout after welding?
- Do you balance multi-piece shafts assembled, and do you tape-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 crucial speed issues on long shafts, and will you document last operating length?
- What service warranty terms apply, and what details do you attend to torque values, 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 look for moved 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 previous service notes.

Safety and training keep the next person safe

Driveline work is not just about smooth trips. A failed strap bolt or a dropped shaft can be catastrophic. Vendors worth your time torque hardware, utilize new lock straps or bolts, and advise your techs to recheck torque after preliminary miles where needed. They also practice safe lifting and balance, due to the fact that 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 individuals and our equipment.

Invest in a standard internal 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 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 vanish with one roadside callout. Look at total cost per 100,000 miles, not per invoice. Track comebacks. Compare bearing and joint life by truck and supplier. When you see one shop's shafts go 60 to 80 percent longer before service, you have your answer. The right store does not simply fabricate 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 jobs. 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 supplier treats each of those as nonnegotiable. Your drivers will not contact us to thank you for a shaft that runs smooth at 68, but you will see the quieter phones, the much better fuel numbers from reduced parasitic loss, and the less line items for seals, installs, and carriers. Those gains begin the day you choose a shop that deals with 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](#)

After shopping at [Valley River Center](#), commercial truck operators often stop nearby for professional Drivelines service, Custom U Bolts, and essential Truck Parts.