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 has a number, and it is rarely small. A regional hauler who misses out on a delivery window consumes not only the late cost but also the chauffeur's hours, the consumer's confidence, and often a second journey to

make things right. That is why selecting Truck Parts and the specialists who set up or rebuild them is not a procurement task. It is danger management. It is safety. It is whether your rig gets home under its own power.

I have spent enough hours under trucks and at the counter to see the patterns. The fleets that keep rolling are not the ones with the biggest parts space, they are the ones that match the best element to the best task, then set that option with a store that can perform under pressure. From Custom U Bolts to complete drivelines, the choice procedure follows a couple of long lasting rules, with room for judgment where it counts.

Start with duty cycle, not the catalog

Two trucks can share a VIN prefix yet live completely different lives. One pulls a belly dump through jobsite ruts, the other cruises interstate miles with a dry van. Both wear leaf springs and u-joints, however their failure modes and part choices differ.

Be specific about your common load weight, grade frequency, stop count per hour, and environment. In corrosive regions, I have seen bright zinc hardware turn milky in months while hot dip galvanizing held up for many years. On the other end, a mountain path with 6 percent grades will cook marginal u-joints long before the calendar states they are due. If you are including lift blocks for tire clearance on a service truck, the axle tube size

and spring stack height modification enough to need Custom U Bolts, not recycle of the last set you found on the shelf.

Capturing task cycle data is not theory. It guides spline option on a slip yoke, the required torque rating on a center bearing, and the finish on your frame hardware. It likewise tells a rebuild professional what to check beyond the obvious.

Drivelines should have more than guesswork

A properly constructed and well balanced driveline runs peaceful, cool, and boring. That is what you want. When it is off, the truck informs you through shudder on takeoff, a hum in the flooring at a particular road speed, or a pinion seal that stops working two times in a season. Much of those symptoms indicate angles, phasing, and balance instead of a single bad u-joint.

A fast story from a local plow truck that came into the shop mid-season: the crew had replaced rear u-joints twice in six weeks. The cardan caps were blue with heat. The culprit was a bent driveshaft that had actually been aligned improperly, then not rebalanced, coupled with a rear axle shim that pushed the pinion angle out by three degrees. Once we set up a properly built shaft and set working angles within a degree, the truck completed the winter season without touching the driveline again.

When you choose a purchase driveline work, you are hiring more than a welder. You desire a team that can measure, device, and validate. Ask about their balancing capability, not just whether they balance, but the speed and weight resolution their balancer can attain and whether they can record it. A shop that can print pre and post balance worths, with remaining imbalance numbers per plane, deals with the process like a spec, not an art form.

Diameter and length determine critical speed, which figures out whether a provided tube size is viable at your cruise RPM. A long single-piece shaft on a medium-duty chassis that sees 70 miles per hour may run annoyingly close to its crucial speed. A great contractor will advise a two-piece shaft with a carrier bearing, then set working angles that cancel vibration through both areas. There are trade-offs. A carrier adds hardware and another bearing to service, however it typically moves your operating point farther from trouble.

Phasing matters. Yokes that are out of phase by a few degrees can produce a second-order vibration that makes the truck feel like it has a tire out of round. Numerous field-fabricated shafts end up a spline off merely since a paint mark was missed. The right shop uses indexed yokes or fixtures to lock phasing during assembly.

Not every part requires to be OEM, however vital ones typically ought to be Tier 1. I put exceptional crosses and slip yokes in builds that see continuous torque spikes, like refuse work or snow battling. I do not chase after the most inexpensive u-joint for mixers or oilfield support trucks. The expense of a roadside failure dwarfs the cost delta in between a bargain and a proven part. On highway tractors with gentler duty cycles, trusted aftermarket elements can make good sense. The dividing line is not brand name commitment, it is recorded efficiency and consistent metallurgy.

Selecting the best rebuild specialist

When you turn over a driveshaft, axle, steering equipment, or transmission, you are trading time and trust. You want fast, but not at the expenditure of repeat work. Not all rebuilders operate the very same method, even when their indications look similar. The difference appears in three places: procedure control, screening, and parts inventory.

If a store can not or will not determine bores, runout, endplay, and bearing preload to spec, you run the risk of an unit that works fine on the stand and fails under load. Transmission home builders ought to have the ability to

show you selective shims, stack height measurements, and a test log of line pressure and shift timing on their dyno. Axle rebuilders must have a repeatable approach for setting pinion depth and carrier bearing preload, not just a feel for it. Driveline shops should record and report tube runout and yoke straightness before they start welding.

Testing is not a high-end. For guiding gears, an excellent store pins the input, procedures assist pressure, and verifies relief settings. For drivelines, a spin at the balancer with documented outcomes is compulsory. When a store says they will toss it on the truck and see how it feels, you are funding their guess.

Inventory matters since you can not rebuild with air. I prefer shops that stock typical surfaces, seals, and crosses from understood makers, not just boxes with part numbers. A counter with noticeable u-joint and center bearing options, together with yoke straps or U bolt packages matched to real yoke series, reduces the guesswork and the lead time.

Here is a brief list that covers the products worth asking before you dedicate a job to an expert:

- Do you supply measurement documentation with the rebuilt system, including balance or test results?
- What brand names of vital wear components do you stock and install by default?
- Can you fulfill my turnaround time without using used or questionable parts to make the date?
- How do you set and confirm working angles, preload, or other crucial specifications for my unit?
- What service warranty do you use, and what is excluded due to installation conditions like contamination or misalignment?

Five questions can expose how a shop believes. If the answers are unclear, take the hint.

The quiet significance of Custom U Bolts

U bolts do not wear a hero cape, yet they hold your axle where it belongs and maintain spring pack securing force that keeps the leaves from worrying themselves into shims. An unexpected number of trip problems, axle wrap grievances, and broke spring seats trace back to the wrong U bolt shape, product, or torque.

Off the rack sets work for factory configurations, but any modification in spring stack height, block thickness, or axle tube diameter is a cue for Custom U Bolts. Raise blocks commonly need longer legs and a various bend radius to clear. Some axles use a semi-round or semi-elliptical seat, and a generic square bend U bolt will point-load the seat and relax under service.

Material grade is not cosmetic. The majority of heavy-duty applications ought to run at least a Grade 8 equivalent, and the better shops will use licensed rod with heat treatment records. Thread pitch ought to match the nut design and washer style. I have seen coarse-thread fine, however mixing a high nut developed for great thread onto a coarse rod cuts holding power and leads to nut creep. The appropriate high nut supplies a thread height that resists loosening up and spreads the clamping load. Prevent recycling distorted thread lock nuts more than when, their grip degrades, and a heavy truck does not forgive.

Coating choice depends on environment. In the rust belt, hot dip galvanizing earns its keep. Zinc plating looks clean but can thin to crumbs in a couple winters. Exclusive dry film coatings like Geomet have an excellent track record where chemical baths are common. Whatever the finish, ask your provider for the torque spec for that finish and lube condition. A dry torque on zinc does not match the exact same torque on oiled or plated threads. That distinction can run 10 to 20 percent, enough to leave a spring pack loose or crush it.

Measurement is easy if you slow down. Procedure inside width to fit the spring plate holes, then leg length from inside the bend to the end of the threads. Plan thread length to enable plate density, spring pack height, block if used, and enough run-on for complete nut engagement plus a couple of threads showing. Clamping force needs a smooth under washer surface. A spring plate that looks like a washboard will chew torque into friction rather of preload. A fast pass with a flap wheel to remove scale, then a little paint, pays back.

One more ignored detail: the bend radius. A too-tight bend develops tension risers in the rod and shortens life. Credible producers use dies with a radius matched to the rod diameter. If the bend looks sharp, or the within the bend shows micro cracks, send it back.

What a good driveline shop looks and feels like

You find out a lot in the first 5 minutes standing at a driveline counter. If the store has 2 balancers, a lathe enough time to manage your tube, and racks of raw tube in multiple sizes and wall density, they are established to build, not just repair. Components for typical series yokes, angle finders with magnets, and a rack filled with center bearings sorted by series and bore size show they anticipate to resolve your problem the first time.

Pay attention to how they talk about angles. The very best shops request transmission output and pinion angles with the truck at ride height, not guesses. They may lend you an inclinometer or send a tech out to measure if the frame is on stands. They ask about your common load due to the fact that an empty dump performs at a various angle than a completely packed one. That nuance matters. A shaft that is smooth at one weight can vibrate at another if angles do not cancel properly.

Look for how they manage cores and old parts. Shops that tag and bag got rid of u-joints and seals, then show you heat marks, brinelling, or fretting on the cross, teach you something about the failure. The crew that tosses parts in a bin and shrugs when you ask what failed is not the crew that will help you avoid a repeat.

Matching Truck Parts to the problem, not the brand

Brand loyalties run deep, and they exist for reasons. That stated, a wise buyer updates drivelines their mental list as the market shifts. Some OEMs contract out components to the same Tier 1 makers who offer in the

aftermarket. In other cases, the aftermarket version loses a heat treat action or a finishing to save cost. The spec sheet hardly ever screams that out.

Where the repercussion of failure is high, stay with proven parts and keep paperwork. U-joints, carrier bearings, spring pins, tie rod ends, drag links, and brakes fall in that bucket. For less critical areas, like cosmetic brackets or non-structural fasteners, credible aftermarket is great. A center and bearing set on a guide axle, however, is the wrong place to practice economy. The steer set brings not just the load however also the directional stability of the lorry. If you have seen a worn kingpin and a hungry hub shred a tire in a week, you appreciate the bearings you can not see.

Beware of fake parts. Packaging that looks a little off, misspelled trademark name, and bearings with laser marks that rub off under solvent are red flags. I have had boxes that appeared legitimate until the micrometer informed me a supposed 1710 cross was a whisper undersize. The cups slipped into the yoke ears with finger pressure. That is not okay. Buy from distributors with factory accounts and released traceability.

When remanufactured makes sense, and when it does not

Remanufactured elements have actually raised fleets for years. A reman transmission or differential with a nationwide service warranty, tested on a stand and ready to set up, saves time and typically money compared to a tear-down in a small store. The trick is matching the reman program to your danger tolerance.

If you run common designs with quick exchange accessibility, reman is difficult to beat. You get known-good assemblies and a predictable core procedure. If your truck has an oddball ratio, PTO arrangements, or a custom yoke, ensure the reman system can be configured to match. Otherwise, the faster way becomes a retrofitting hold-up. For very old or heavily modified systems, a regional rebuild with your case and your accessories might be the better line. You can inspect the parts at each step and keep your distinct functions intact.

With drivelines, exchange can work for basic lengths on typical designs, but many work is custom to wheelbase and ride height. A great shop will keep a library of common measurements and season it with actual on-truck checks. I have seen exchange shafts set up an inch short on slip travel, which looked fine on the stand and tore the slip yoke spline on the very first axle wrap occasion. Procedure two times, construct once.

Installation is half the battle

Even the best parts stop working if installed carelessly. Cleanliness is a specification. When pushing u-joints, a little bit of grit in the cup will gall the trunnion, generate heat, and loosen the cap. Appropriate orientation of grease fittings matters for service later. Yoke straps must be torqued evenly, and their bolts not recycled forever. Pinion yokes scar when over-torqued or re-torqued dry. Those scars then eat the next seal. A little dab of approved sealant at the splines, right torque, and a sleek yoke running surface area prevent the return visit.

Custom U Bolts must be set up on tidy, flat plates with solidified washers under the nuts, then torqued in a cross pattern to the defined worth. After the very first crammed run, re-torque at the service bay door. Springs settle, paint crushes, and the clamp load relaxes. A five-minute check prevents a five-figure event.

Working angles are worthy of a review after suspension work. If you alter trip height by any method, examine the transmission and pinion angles once again. Adjustable shims exist for a factor. That 1 or 2 degree correction can be the distinction in between a drivetrain that hums and one that chews center bearings.

Money, time, and proof

Good stores cost more than pop-up operations. The billing tells you what you paid. The paper trail informs you what you bought. Request balance sheets, torque records, pressure tests, and parts lists tied to lot numbers when readily available. It is not bureaucracy, it is future take advantage of. If an element stops working inside guarantee, you desire evidence of appropriate work. If it runs past a million miles, you want to repeat the recipe.

Turnaround time is often the deciding aspect. A shop that can turn a driveline over night since they stock typical tube and yokes conserves a day of revenue. An expert who can device a custom center pin or spring pin in-house keeps the truck off jack stands. The lowest cost on a part that ships next week is not the most affordable cost.

Using signs to select the next step

Not every vibration is a driveline, and not every lean is a spring. Still, patterns help. A basic field list can direct your next call.

- Vibration under load that fades when drifting often indicates driveline angles or u-joints.
- A cyclical hum that appears at a specific road speed despite gear prefers a balance or tire issue.
- Clunks on start and stop without vibration under cruise can come from loose U bolts or used slip splines.
- Repeated seal failures on a differential suggest pinion angle or yoke surface area problems, not simply bad seals.
- A truck that sits short on one corner yet lines up true might leaf under the center bolt, not a frame issue.

Use those signals to choose whether to head to a driveline store, a suspension professional, or a tire bay. The best first stop conserves a lap around the block.

Edge cases and judgment calls

Field service trucks that idle for hours with PTOs engaged create heat patterns different from highway tractors, especially in gearboxes. Off-road haulers pack mud into u-joint cups, wicking water past the seals. Snowplows run in salt fog all winter, which begs for sealed crosses and aggressive washing. In each case, adjust the maintenance interval and the part finish. For instance, stainless guards on spring plates extend life in corrosive work, and sealed or hybrid u-joints can be justified even if the old hands choose greaseable versions. The trade-off is examination by feel versus reliance on seal integrity. Neither is ideal, so match the option to service discipline. If the truck seldom sees a grease gun, sealed makes sense.

Long wheelbase trucks with drop axles present additional angles and joints that need collaborated setup. I have actually combated a harmonic at 58 miles per hour that disappeared only after integrating working angles throughout three areas and moving a provider bracket up a quarter inch. The spec sheet got us close. Measuring on the truck got us home.

What success looks like

When you choose the best Truck Parts and the right rebuild professionals, the proof is quiet and cumulative. The truck goes out a full day without a squeak or a smell. The driver stops seeing the drivetrain due to the fact that it disappears behind the job. U-bolts do not need a wrench weekly. Center bearings stop filling the rack behind the seat. Your parts space brings fewer emergency spares since you are not using them as bandages.

A little aggregate hauler I dealt with kept burning through rear u-joints on 2 tandems. Their practice was to recycle spring plates, neglect rust scale under the plates, and hit U bolts with an effect up until they felt right. We cut new Custom U Bolts with layered rod, cleaned and painted the plates flat, torqued with an adjusted wrench,

then re-torqued after the very first packed run. We also remedied pinion angles by 2 degrees using wedges. Failures stopped. The repair expense less than a single tow. The lesson was not exotic, it was attention married to the right parts.

Bringing it all together

The best choices in heavy-duty maintenance live where measurement meets experience. Drivelines reward contractors who believe in thousandths and degrees, not simply inches. Custom U Bolts reward mechanics who clean and torque, not just tighten. Rebuild experts make their keep by documenting what they did and why it will hold.

Buyers do well to begin with task cycle, then match components for torque, angle, and environment. Shops that reveal their procedure, stock real parts, and respond to direct questions with specifics deserve the relationship. Keep your lists short, your records long, and your standards constant. The truck will let you know you got it right by doing what it should, which is to take the load down the roadway without drama.

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

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