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 hardly ever small. A regional hauler who misses a shipment window eats not only the late fee however likewise the driver's hours, the consumer's confidence, and frequently a 2nd trip to

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

I have actually invested enough hours under trucks and at the counter to see the patterns. The fleets that keep rolling are not the ones with the most significant parts space, they are the ones that match the best component to the right job, then pair that choice with a store that can execute under pressure. From Custom U Bolts to finish drivelines, the choice process follows a couple of resilient rules, with room for judgment where it counts.

Start with task cycle, not the catalog

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

Be particular about your normal load weight, grade frequency, stop count per hour, and environment. In destructive areas, I have actually viewed bright zinc hardware turn milky in months while hot dip galvanizing held up for many years. On the other end, a mountain route with 6 percent grades will prepare limited u-joints long before the calendar states they are due. If you are adding lift blocks for tire clearance on a service truck, the axle tube size and spring stack height modification enough to require Custom U Bolts, not reuse of the last set you found on the shelf.

Capturing duty cycle data is not theory. It guides spline option on a slip yoke, the needed torque score on a center bearing, and the finish on your frame hardware. It likewise tells a rebuild specialist what to examine beyond the obvious.

Drivelines should have more than guesswork

An appropriately developed and balanced driveline runs quiet, cool, and boring. That is what you want. When it is off, the truck informs you through shudder on launch, a hum in the floor at a particular road speed, or a pinion seal that fails two times in a season. Much of those symptoms indicate angles, phasing, and balance instead of a single bad u-joint.

A quick story from a local plow truck that entered into the store mid-season: the crew had replaced rear u-joints twice in 6 weeks. The cardan caps were blue with heat. The offender was a bent driveshaft that had actually been corrected badly, then not rebalanced, coupled with a rear axle shim that pushed the pinion angle out by three degrees. When we installed a properly constructed shaft and set working angles within a degree, the truck ended up the winter without touching the driveline again.

When you pick a buy driveline work, you are working with more than a welder. You want a group that can measure, machine, and validate. Inquire about their balancing capability, not simply whether they balance, however the speed and weight resolution their balancer can achieve and whether they can document it. A store that can print pre and post balance worths, with remaining imbalance numbers per plane, deals with the procedure like a spec, not an art form.

Diameter and length determine vital speed, which identifies whether a provided tube size is practical at your cruise RPM. A long single-piece shaft on a medium-duty chassis that sees 70 mph may run uncomfortably near to its crucial speed. A great builder 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 includes hardware and another bearing to service, however it frequently moves your operating point farther from trouble.

Phasing matters. Yokes that run out phase by a couple of degrees can produce a second-order vibration that makes the truck feel like it has a weaken of round. Many field-fabricated shafts wind up a spline off just since a paint mark was missed. The right store utilizes indexed yokes or fixtures to lock phasing during assembly.

Not every element needs to be OEM, however important ones frequently must be Tier 1. I put superior 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 overshadows the price delta between a deal and a tested part. On highway tractors with gentler responsibility cycles, trusted aftermarket parts can make good sense. The dividing line is not brand loyalty, it is documented efficiency and consistent metallurgy.

Selecting the ideal rebuild specialist

When you turn over a driveshaft, axle, guiding gear, or transmission, you are trading time and trust. You desire quick, but not at the cost of repeat work. Not all rebuilders operate the same way, even when their indications look comparable. The distinction appears in 3 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 be able to reveal 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 technique for setting pinion depth and carrier bearing preload, not just a feel for it. Driveline stores ought to record and report tube runout and yoke straightness before they start welding.

Testing is not a high-end. For steering gears, a good shop pins the input, steps assist pressure, and confirms relief settings. For drivelines, a spin at the balancer with recorded results is necessary. When a store states they will toss it on the truck and see how it feels, you are financing their guess.

Inventory matters due to the fact that you can not rebuild with air. I prefer shops that stock typical surfaces, seals, and crosses from known makers, not just boxes with part numbers. A counter with noticeable u-joint and center bearing alternatives, together with yoke straps or U bolt packages matched to actual yoke series, shortens the uncertainty and the lead time.

Here is a brief checklist that covers the products worth asking before you devote a job to a professional:

- Do you supply measurement paperwork with the rebuilt system, consisting of balance or test results?
- What brands of critical wear components do you stock and set up by default?
- Can you fulfill my turn-around time without utilizing used or doubtful parts to make the date?
- How do you set and validate working angles, preload, or other crucial specifications for my unit?
- What warranty do you provide, and what is omitted due to setup conditions like contamination or misalignment?

Five concerns can expose how a shop believes. If the responses are unclear, take the hint.

The peaceful value of Custom U Bolts

U bolts do not use a hero cape, yet they hold your axle where it belongs and keep spring pack clamping force that keeps the leaves from stressing themselves into shims. An unexpected variety of ride problems, axle wrap complaints, and cracked spring seats trace back to the wrong U bolt shape, material, or torque.

Off the shelf sets work for factory configurations, but any modification in spring stack height, block thickness, or axle tube diameter is a hint for Custom U Bolts. Lift blocks typically need longer legs and a various bend radius to clear. Some axles utilize 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. A lot of heavy-duty applications need to perform at least a Grade 8 equivalent, and the much better stores will use licensed rod with heat treatment records. Thread pitch must match the nut style and washer design. I have seen coarse-thread fine, however mixing a high nut developed for fine thread onto a coarse rod cuts holding power and results in nut creep. The appropriate high nut offers a thread height that withstands loosening up and spreads out the clamping load. Avoid reusing distorted thread lock nuts more than once, their grip breaks down, and a heavy truck does not forgive.

Coating choice depends on environment. In the rust belt, hot dip galvanizing makes its keep. Zinc plating looks tidy but can thin to crumbs in a couple winters. Proprietary dry movie finishings like Geomet have a good performance history where chemical baths are common. Whatever the surface, ask your provider for the torque spec for that finish and lubricant condition. A dry torque on zinc does not match the 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 simple if you slow down. Step 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 allow for plate thickness, spring pack height, block if used, and enough run-on for full nut engagement plus a few threads showing. Clamping force requires a smooth under washer surface area. A spring plate that appears like a washboard will chew torque into friction instead of preload. A quick pass with a flap wheel to get rid of scale, then a bit of paint, pays back.

One more neglected detail: the bend radius. A too-tight bend creates stress risers in the rod and shortens life. Reliable producers use dies with a radius matched to the rod size. If the bend looks sharp, or the within the bend reveals micro fractures, send it back.

What an excellent driveline store looks like

You find out a lot in the very first 5 minutes standing at a driveline counter. If the shop has 2 balancers, a lathe enough time to handle your tube, and racks of raw tube in numerous diameters and wall density, they are established to build, not simply repair. Fixtures for typical series yokes, angle finders with magnets, and a rack filled with center bearings arranged by series and bore size show they anticipate to solve your issue the first time.

Pay attention to how they talk about angles. The very best stores request for transmission output and pinion angles with the truck at ride height, not guesses. They might provide 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 totally 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 handle cores and old parts. Shops that tag and bag eliminated u-joints and seals, then reveal you heat marks, brinelling, or stressing on the cross, teach you something about the failure. The crew that tosses parts in a bin and shrugs when you ask what went wrong is not the crew that will help you prevent a repeat.

Matching Truck Parts to the issue, not the brand

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

other cases, the aftermarket variation loses a heat treat action or a covering to save cost. The spec sheet hardly ever shouts that out.

Where the repercussion of failure is high, stay with tested parts and keep documentation. U-joints, carrier bearings, spring pins, tie rod ends, drag links, and brakes fall in that pail. For less important areas, like cosmetic brackets or non-structural fasteners, reliable aftermarket is great. A center and bearing set on a steer axle, however, is the wrong location to practice economy. The steer set carries not only the load however likewise the directional stability of the car. If you have seen a used kingpin and a hungry center shred a tire in a week, you respect the bearings you can not see.

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

When remanufactured makes sense, and when it does not

Remanufactured components have lifted fleets for years. A reman transmission or differential with an across the country service warranty, checked on a stand and prepared to set up, conserves time and often money compared to a tear-down in a little shop. The technique is matching the reman program to your threat tolerance.

If you run common models with quick exchange availability, reman is tough 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 unit can be configured to match. Otherwise, the shortcut ends up being a retrofitting hold-up. For older or greatly modified units, a local rebuild with your case and your accessories may be the better line. You can inspect the parts at each action and keep your special functions intact.

With drivelines, exchange can work for standard lengths on common designs, but most work is custom to wheelbase and ride height. A great shop will keep a library of typical measurements and season it with real on-truck checks. I have actually 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. Measure twice, construct once.

Installation is half the battle

Even the very best parts fail if installed carelessly. Tidiness is a specification. When pressing u-joints, a little bit of grit in the cup will gall the trunnion, produce heat, and loosen up the cap. Proper orientation of grease fittings matters for service later on. Yoke straps must be torqued uniformly, and their bolts not recycled indefinitely. Pinion yokes scar when over-torqued or re-torqued dry. Those scars then eat the next seal. A small dab of authorized sealant at the splines, proper torque, and a sleek yoke running surface area avoid the return visit.


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Custom U Bolts must be installed on clean, flat plates with solidified washers under the nuts, then torqued in a cross pattern to the specified value. After the first packed run, re-torque at the service bay door. Springs settle, paint crushes, and the clamp load unwinds. A five-minute check avoids a five-figure event.

Working angles should have a review after suspension work. If you change ride height by any method, inspect the transmission and pinion angles again. Adjustable shims exist for a factor. That 1 or 2 degree correction can be the distinction between a drivetrain that hums and one that chews center bearings.

Money, time, and proof

Good shops cost more than pop-up operations. The billing informs you what you paid. The paper trail informs you what you purchased. Ask for balance sheets, torque records, pressure tests, and parts lists connected to lot numbers when available. It is not bureaucracy, it is future take advantage of. If an element fails inside guarantee, you desire proof of correct work. If it Anderson Brothers Truck & Equipment truck parts runs past a million miles, you wish to repeat the recipe.

Turnaround time is typically the deciding element. A shop that can turn a driveline overnight because they stock typical tube and yokes conserves a day of revenue. A specialist who can machine a custom center pin or spring pin in-house keeps the truck off jack stands. The most affordable price on a part that ships next week is not the lowest cost.

Using symptoms to select the next step

Not every vibration is a driveline, and not every lean is a spring. Still, patterns help. A simple field checklist can assist your next call.

- Vibration under load that fades when cruising typically points to driveline angles or u-joints.
- A cyclical hum that appears at a particular road speed no matter equipment prefers a balance or tire issue.
- Clunks on start and stop without vibration under cruise can originate from loose U bolts or used slip splines.
- Repeated seal failures on a differential recommend pinion angle or yoke surface problems, not simply bad seals.
- A truck that sits low on one corner yet aligns true may leaf under the center bolt, not a frame issue.

Use those signals to choose whether to head to a driveline store, a suspension expert, or a tire bay. The ideal very first stop saves a lap around the block.

Edge cases and judgment calls

Field service trucks that idle for hours with PTOs engaged produce heat patterns various from highway tractors, specifically in transmissions. Off-road haulers load 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 upkeep period and the part finish. For example, stainless shields on spring plates extend life in destructive work, and sealed or hybrid u-joints can be warranted even if the old hands choose greaseable versions. The trade-off is inspection by feel versus reliance on seal stability. Neither is best, so match the choice to service discipline. If the truck hardly ever sees a grease weapon, sealed makes sense.

Long wheelbase trucks with drop axles introduce extra angles and joints that need coordinated setup. I have actually battled a harmonic at 58 mph that disappeared just after integrating working angles throughout 3 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 ideal Truck Parts and the ideal rebuild professionals, the proof is peaceful and cumulative. The truck goes out a complete day without a squeak or a smell. The driver stops seeing the drivetrain because it vanishes behind the task. U-bolts do not need a wrench every week. Center bearings stop filling the rack behind the seat. Your parts space carries fewer emergency situation spares since you are not using them as bandages.

A small aggregate hauler I dealt with kept burning through rear u-joints on 2 tandems. Their practice was to recycle spring plates, overlook rust scale under the plates, and struck U bolts with an effect until they felt right. We cut new Custom U Bolts with layered rod, cleaned up and painted the plates flat, torqued with an adjusted wrench, then re-torqued after the very first packed run. We likewise remedied pinion angles by two degrees utilizing wedges. Failures stopped. The fix cost less than a single tow. The lesson was not exotic, it was attention married to the best parts.

Bringing everything together

The finest decisions in sturdy upkeep live where measurement meets experience. Drivelines reward builders who believe in thousandths and degrees, not just inches. Custom U Bolts benefit mechanics who clean up and torque, not just tighten up. Rebuild specialists earn their keep by recording what they did and why it will hold.

Buyers succeed to start with duty cycle, then match parts for torque, angle, and environment. Shops that reveal their process, stock real parts, and answer direct concerns with specifics are worth the relationship. Keep your lists short, your records long, and your standards stable. The truck will let you understand 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
Anderson Brothers Truck & Equipment has a phone number of (541) 688-8686

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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

Those enjoying a drink at Ninkasi Brewing Company are not far from specialists who provide Drivelines repair, Custom U Bolts fabrication, and dependable Truck Parts.