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 a delivery window consumes not only the late charge however also the driver's hours, the customer's self-confidence, and typically a second trip to

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

I have spent sufficient hours under trucks and at the counter to see the patterns. The fleets that keep rolling are not the ones with the biggest parts room, they are the ones that match the ideal element to the ideal task, then pair that choice with a shop that can carry out under pressure. From Custom U Bolts to complete drivelines, the choice procedure follows a few resilient rules, with room for judgment where it counts.

Start with duty cycle, not the catalog

Two trucks can share a VIN prefix yet live totally various 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 particular about your typical load weight, grade frequency, stop count per hour, and environment. In corrosive areas, I have actually watched 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 cook minimal 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 diameter and spring stack height modification enough to need Custom U Bolts, not reuse of the last set you discovered on the shelf.

Capturing task cycle information 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 also tells a rebuild professional what to examine beyond the obvious.

Drivelines deserve more than guesswork

A properly constructed and balanced driveline runs peaceful, cool, and boring. That is what you want. When it is off, the truck tells you through shudder on departure, a hum in the floor at a specific roadway speed, or a pinion seal that fails twice in a season. A number of those signs point to angles, phasing, and balance rather than a single bad u-joint.

A fast story from a community rake truck that entered the store mid-season: the team had replaced rear u-joints twice in six weeks. The cardan caps were blue with heat. The offender was a bent driveshaft that had been aligned poorly, then not rebalanced, coupled with a rear axle shim that pressed the pinion angle out by three degrees. As soon as 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 select a buy driveline work, you are working with more than a welder. You want a team that can measure, maker, and validate. Inquire about their balancing ability, not just whether they balance, however the speed and weight resolution their balancer can accomplish and whether they can record it. A store that can print pre and post balance worths, with staying imbalance numbers per airplane, deals with the procedure like a specification, not an art form.

Diameter and length identify important speed, which identifies whether an offered tube size is practical at your cruise RPM. A long single-piece shaft on a medium-duty chassis that sees 70 miles per hour may run uncomfortably near to its crucial speed. A great builder will recommend a two-piece shaft with a provider bearing, then set working angles that cancel vibration through both sections. There are compromises. A provider includes hardware and another bearing to service, however it often moves your operating point farther from trouble.

Phasing matters. Yokes that run out stage by a few degrees can produce a second-order vibration that makes the truck seem like it has a weaken of round. Many field-fabricated shafts end up a spline off just because a paint mark was missed. The right shop uses indexed yokes or components to lock phasing throughout assembly.

Not every part requires to be OEM, however critical ones typically must be Tier 1. I put premium crosses and slip yokes in builds that see constant torque spikes, like refuse work or snow battling. I do not go after the least expensive u-joint for mixers or oilfield support trucks. The expense of a roadside failure overshadows the price delta between a deal and a proven part. On highway tractors with gentler duty cycles, credible aftermarket elements can make good sense. The dividing line is not brand loyalty, it is documented performance and constant metallurgy.

Selecting the right rebuild specialist

When you hand over a driveshaft, axle, guiding equipment, or transmission, you are trading time and trust. You desire quickly, however not at the expense of repeat work. Not all rebuilders operate the very same method, even when their signs look similar. The distinction shows up in 3 places: process 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 a system that works fine on the stand and stops working under load. Transmission contractors must have the ability to reveal you selective shims, stack height measurements, and a test log of line pressure and shift timing on their dyno. Axle rebuilders ought to have a repeatable method for setting pinion depth and carrier bearing preload, not just a feel for it. Driveline stores ought to capture and report tube runout and yoke straightness before they begin welding.



Testing is not a luxury. For steering equipments, an excellent store pins the input, steps assist pressure, and verifies relief settings. For drivelines, a spin at the balancer with documented outcomes is necessary. When a store states they will throw it on the truck and see how it feels, you are financing their guess.

Inventory matters since you can not rebuild with air. I prefer shops that stock typical surfaces, seals, and crosses from known makers, not simply boxes with part numbers. A counter with noticeable u-joint and center bearing

options, together with yoke straps or U bolt packages matched to actual yoke series, reduces the uncertainty and the lead time.



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

- Do you provide measurement paperwork with the rebuilt unit, including balance or test results?
- What brands of vital wear parts do you stock and install by default?
- Can you meet my turnaround time without utilizing used or doubtful parts to make the date?
- How do you set and confirm working angles, preload, or other key specs for my unit?
- What guarantee do you provide, and what is left out due to installation conditions like contamination or misalignment?

Five questions can reveal how a store 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 maintain spring pack clamping force that keeps the leaves from fretting themselves into shims. An unexpected variety of trip concerns, axle wrap problems, and split spring seats trace back to the incorrect U bolt shape, product, or torque.



Off the shelf sets work for factory configurations, however any change in spring stack height, block thickness, or axle tube diameter is a hint for Custom U Bolts. Lift blocks typically require 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 unwind under service.

Material grade is not cosmetic. Most sturdy applications ought to perform at least a Grade 8 equivalent, and the much better shops will utilize licensed rod with heat treatment records. Thread pitch need to match the nut design and washer style. I have seen coarse-thread fine, but blending a high nut created for fine thread onto a coarse rod cuts holding power and leads to nut creep. The appropriate high nut provides a thread height that withstands loosening up and spreads out the securing load. Prevent reusing distorted thread lock nuts more than as soon as, their grip degrades, and a heavy truck does not forgive.

Coating selection depends upon environment. In the rust belt, hot dip galvanizing earns its keep. Zinc plating looks clean however can thin to crumbs in a couple winter seasons. Exclusive dry movie coatings like Geomet have a great track record where chemical baths are common. Whatever the finish, ask your supplier for the torque specification for that finish and lube condition. A dry torque on zinc does not match the very same torque on oiled or plated threads. That difference can run 10 to 20 percent, enough to leave a spring pack loose or crush it.

Measurement is simple if you slow down. Measure 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 thickness, spring pack height, block if used, and enough run-on for complete nut engagement plus a couple of threads revealing. Securing force requires a smooth under washer surface. A spring plate that appears like a washboard will chew torque into friction rather of preload. A quick pass with a flap wheel to remove scale, then a little bit of paint, pays back.

One more neglected detail: the bend radius. A too-tight bend produces tension risers in the rod and shortens life. Trusted producers utilize passes away with a radius matched to the rod size. If the bend looks sharp, or the inside of the bend shows micro cracks, send it back.

What an excellent driveline store looks and feels like

You find out a lot in the very first five minutes standing at a driveline counter. If the shop has two balancers, a lathe long enough to handle your tube, and racks of raw tube in multiple diameters and wall density, they are set up to develop, 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 expect to resolve your issue the very first time.

Pay attention to how they talk about angles. The best stores request transmission output and pinion angles with the truck at trip height, not guesses. They might provide you an inclinometer or send out a tech out to measure if the frame is on stands. They ask about your andersonbrotherste.com custom U bolts typical load due to the fact that an empty dump runs at a various angle than a fully packed one. That subtlety 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 got rid of u-joints and seals, then reveal you heat marks, brinelling, or worrying on the cross, teach you something about the failure. The team that tosses parts in a bin and shrugs when you ask what failed is not the crew that will assist you prevent a repeat.

Matching Truck Parts to the issue, not the brand

Brand loyalties run deep, and they exist for factors. That stated, a smart buyer updates their psychological list as the market shifts. Some OEMs contract out parts to the exact same Tier 1 makers who offer in the aftermarket. In

other cases, the aftermarket version loses a heat reward action or a finish to conserve expense. The spec sheet hardly ever screams that out.

Where the effect of failure is high, stay with proven parts and keep documents. U-joints, provider bearings, spring pins, tie rod ends, drag links, and brakes fall in that container. For less important locations, like cosmetic brackets or non-structural fasteners, credible aftermarket is great. A center and bearing set on a steer axle, however, is the wrong location to practice economy. The guide set brings not just the load but likewise the directional stability of the vehicle. 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 counterfeit parts. Product packaging that looks somewhat off, misspelled brand, and bearings with laser marks that rub off under solvent are warnings. I have had boxes that seemed legitimate 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 fine. Buy from suppliers with factory accounts and published traceability.

When remanufactured makes good sense, and when it does not

Remanufactured parts have lifted fleets for years. A reman transmission or differential with an across the country guarantee, checked on a stand and all set to install, conserves time and often money compared to a tear-down in a little shop. The technique is matching the reman program to your risk tolerance.

If you run common models with quick exchange availability, reman is tough to beat. You get known-good assemblies and a foreseeable core procedure. If your truck has an oddball ratio, PTO provisions, or a custom yoke, ensure the reman unit can be configured to match. Otherwise, the faster way ends up being a retrofitting delay. For older or greatly customized systems, a local rebuild with your case and your accessories may be the better line. You can check the parts at each action and keep your special features intact.

With drivelines, exchange can work for standard lengths on common designs, however a lot of work is custom to wheelbase and ride height. A good store will keep a library of typical 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 event. Step two times, develop once.

Installation is half the battle

Even the best parts fail if installed carelessly. Cleanliness is a spec. When pushing u-joints, a bit of grit in the cup will gall the trunnion, generate heat, and loosen up the cap. Appropriate orientation of grease fittings matters for service later. Yoke straps ought to be torqued uniformly, and their bolts not recycled indefinitely. Pinion yokes scar when over-torqued or re-torqued dry. Those scars then consume the next seal. A little dab of authorized sealant at the splines, right torque, and a refined yoke running surface avoid the return visit.

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

Working angles deserve a second look 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 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 invoice informs you what you paid. The proof tells you what you purchased. Request balance sheets, torque records, pressure tests, and parts lists connected to lot numbers when offered. It is not administration, it is future take advantage of. If a component fails inside service warranty, you desire proof of correct work. If it runs past a million miles, you wish to duplicate the recipe.

Turnaround time is often the choosing element. A shop that can turn a driveline over night because they equip typical tube and yokes conserves a day of income. A professional who can device a custom center pin or spring pin in-house keeps the truck off jack stands. The most affordable rate 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 assist. A basic field checklist can assist your next call.

- Vibration under load that fades when coasting frequently indicates driveline angles or u-joints.
- A cyclical hum that appears at a particular roadway speed no matter gear favors 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 just bad seals.
- A truck that sits short on one corner yet lines up true might have a cracked leaf under the center bolt, not a frame issue.

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

Edge cases and judgment calls

Field service trucks that idle for hours with PTOs engaged create heat patterns various from highway tractors, specifically in gearboxes. Off-road haulers load mud into u-joint cups, wicking water past the seals. Snowplows run in salt fog all winter season, which begs for sealed crosses and aggressive cleaning. In each case, adjust the maintenance period and the part surface. 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 prefer greaseable versions. The trade-off is examination by feel versus dependence on seal stability. Neither is perfect, 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 present extra angles and joints that need coordinated setup. I have actually fought a harmonic at 58 miles per hour that disappeared only after synchronizing working angles across three areas and moving a provider bracket up a quarter inch. The spec sheet got us close. Determining on the truck got us home.

What success looks like

When you select the best Truck Parts and the right rebuild experts, the evidence is quiet and cumulative. The truck goes out a full day without a squeak or an odor. The chauffeur stops observing the drivetrain due to the fact that it vanishes behind the task. U-bolts do not require a wrench every week. Center bearings stop filling the shelf behind the seat. Your parts room carries fewer emergency situation spares due to the fact that you are not using them as bandages.

A small aggregate hauler I worked with kept burning through rear u-joints on two tandems. Their practice was to reuse spring plates, disregard rust scale under the plates, and struck U bolts with an effect up 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 first loaded run. We also remedied pinion angles by 2 degrees utilizing wedges. Failures stopped. The repair cost less than a single tow. The lesson was not unique, it was attention wed to the right parts.

Bringing all of it together

The finest choices in sturdy upkeep live where measurement fulfills experience. Drivelines reward home builders who believe in thousandths and degrees, not just inches. Custom U Bolts benefit mechanics who clean and torque, not simply tighten up. Rebuild professionals make their keep by documenting what they did and why it will hold.

Buyers succeed to start with responsibility cycle, then match elements 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 requirements consistent. The truck will let you know you got it right by doing what it should, which is to take the load down the road 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

Following a walk through the beautiful Owen Rose Garden, truck owners frequently schedule Drivelines maintenance, Custom U Bolts fabrication, and pick up reliable Truck Parts.