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 seldom little. A local hauler who misses out on a delivery window consumes not only the late fee however also the motorist's hours, the consumer's self-confidence, and typically a 2nd trip to

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

I have actually invested sufficient 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 right part to the best job, then pair that choice with a store that can carry out under pressure. From Custom U Bolts to finish drivelines, the choice procedure follows a couple of resilient rules, with room for judgment where it counts.



Start with responsibility cycle, not the catalog

Two trucks can share a VIN prefix yet live entirely different lives. One pulls a tummy 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 choices differ.

Be particular about your common load weight, grade frequency, stop count per hour, and environment. In destructive regions, I have viewed intense zinc hardware turn chalky in months while hot dip galvanizing held up for years. On the other end, a mountain path with 6 percent grades will prepare 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 require 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 should have more than guesswork

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

A fast story from a municipal plow truck that came into the store 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 straightened badly, then not rebalanced, paired with a rear axle shim that pressed the pinion angle out by three degrees. Once we set up a correctly developed shaft and set working angles within a degree, the truck ended up the winter without touching the driveline again.

When you choose a buy driveline work, you are employing more than a welder. You want a team that can determine, machine, and confirm. Ask about their balancing ability, not simply whether they balance, however the speed and weight resolution their balancer can accomplish and whether they can document it. A store that can print pre and post balance worths, with staying imbalance numbers per airplane, deals with the procedure like a requirements, not an art form.

Diameter and length determine crucial speed, which determines whether a provided tube size is viable at your cruise RPM. A long single-piece shaft on a medium-duty chassis that sees 70 mph might run uncomfortably near its crucial speed. An excellent builder will advise a two-piece shaft with a provider bearing, then set working angles that cancel vibration through both sections. There are compromises. A provider adds hardware and another bearing to service, however it often moves your operating point further from trouble.

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

Not every part requires to be OEM, but vital ones frequently should be Tier 1. I put premium crosses and slip yokes in builds that see continuous torque spikes, like refuse work or snow fighting. I do not chase the most affordable u-joint for mixers or oilfield support trucks. The expense of a roadside failure overshadows the cost delta in between a deal and a proven part. On highway tractors with gentler duty cycles, respectable aftermarket components can make good sense. The dividing line is not brand loyalty, it is recorded efficiency and consistent metallurgy.

Selecting the best rebuild specialist

When you turn over a driveshaft, axle, steering gear, or transmission, you are trading time and trust. You want quickly, but not at the expenditure of repeat work. Not all rebuilders run the very same way, even when their indications look comparable. The difference appears in 3 locations: procedure control, testing, and parts inventory.

If a store can not or will not determine bores, runout, endplay, and bearing preload to spec, you risk a system that works fine on the stand and stops working under load. Transmission builders need to be able 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 provider bearing preload, not just a feel for it. Driveline shops should capture and report tube runout and yoke straightness before they start welding.

Testing is not a high-end. For guiding equipments, a good shop pins the input, steps help pressure, and confirms relief settings. For drivelines, a spin at the balancer with recorded outcomes is necessary. When a shop says they will throw it on the truck and see how it feels, you are funding their guess.

Inventory matters since you can not rebuild with air. I favor stores that stock typical surfaces, seals, and crosses from understood makers, not simply boxes with part numbers. A counter with noticeable u-joint and center bearing choices, along with yoke straps or U bolt sets matched to real yoke series, reduces the uncertainty and the lead time.

Here is a short checklist that covers the items worth asking before you devote a task to an expert:

- Do you provide measurement documents with the rebuilt unit, consisting of balance or test results?
- What brand names of critical wear elements do you stock and set up by default?
- Can you meet my turn-around time without using used or doubtful parts to make the date?
- How do you set and validate working angles, preload, or other essential specs for my unit?
- What service warranty do you use, and what is excluded due to setup conditions like contamination or misalignment?

Five concerns can expose how a shop thinks. If the answers are vague, take the hint.

The peaceful importance of Custom U Bolts

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

Off the shelf sets work for factory setups, however any modification in spring stack height, block density, or axle tube diameter is a hint for Custom U Bolts. Lift blocks frequently 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 relax under service.



Material grade is not cosmetic. A lot of sturdy applications must perform at least a Grade 8 equivalent, and the much better stores will utilize certified rod with heat treatment records. Thread pitch should match the nut design and washer style. I have actually seen coarse-thread fine, but mixing a tall nut developed for fine thread onto a coarse rod cuts holding power and results in nut creep. The correct high nut supplies a thread height that resists loosening up and spreads the clamping load. Avoid recycling distorted thread lock nuts more than when, their grip deteriorates, and a heavy truck does not forgive.

Coating selection depends on environment. In the rust belt, hot dip galvanizing earns its keep. Zinc plating looks tidy however can thin to crumbs in a couple winters. Exclusive dry movie coverings like Geomet have a great track record where chemical baths are common. Whatever the surface, ask your provider for the torque spec for that surface and lubricant 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 basic 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. Strategy thread length to allow for plate density, 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 instead of preload. A fast pass with a flap wheel to get rid of scale, then a bit of paint, pays back.

One more ignored information: the bend radius. A too-tight bend produces tension risers in the rod and reduces life. Trustworthy producers utilize 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 a good driveline shop looks and feels like

You learn a lot in the first 5 minutes standing at a driveline counter. If the store has two balancers, a lathe enough time to manage your tube, and racks of raw tube in multiple diameters and wall thickness, they are set up 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 expect to fix your problem the first time.

Pay attention to how they talk about angles. The best shops ask for transmission output and pinion angles with the truck at trip height, not guesses. They might lend you an inclinometer or send a tech out to determine if the frame is on stands. They ask about your typical load due to the fact that an empty dump performs at a different angle than a totally loaded 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 manage cores and old parts. Shops that tag and bag got rid of u-joints and seals, then show 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 failed is not the crew that will assist you prevent a repeat.

Matching Truck Parts to the problem, not the brand

Brand loyalties run deep, and they exist for reasons. That said, a sensible purchaser updates their psychological list as the marketplace shifts. Some OEMs contract out elements to the exact same Tier 1 makers who offer in the aftermarket. In other cases, the aftermarket variation loses a heat reward step or a finish to conserve expense. The spec sheet hardly ever screams that out.

Where the effect of failure is high, stick with proven parts and keep paperwork. U-joints, carrier bearings, spring pins, tie rod ends, drag links, and brakes fall in that pail. For less vital locations, like cosmetic brackets or non-structural fasteners, credible aftermarket is fine. A hub and bearing set on a steer axle, nevertheless, is the wrong place to practice economy. The guide set brings not just the load however also the directional stability of the automobile. If you have actually seen a used kingpin and a hungry hub shred a tire in a week, you appreciate 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 actually had boxes that appeared genuine till the micrometer informed me an expected 1710 cross was a whisper undersize. The cups slipped into the yoke ears with finger pressure. That is not fine. 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 an across the country warranty, checked on a stand and prepared to set up, saves time and typically cash compared to a tear-down in a little store. The technique is matching the reman program to your danger tolerance.

If you run common designs with fast exchange schedule, 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, make certain the reman unit can be configured to match. Otherwise, the shortcut becomes a retrofitting

hold-up. For very old or heavily modified units, a regional rebuild with your case and your devices may be the better line. You can check the parts at each step and keep your special functions intact.

With drivelines, exchange can work for standard lengths on typical designs, however a lot of work is custom to wheelbase and trip height. An excellent store will keep a library of common measurements and season it with real on-truck checks. I have seen exchange shafts installed 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. Procedure two times, develop once.

Installation is half the battle

Even the very best parts stop working if installed carelessly. Cleanliness is a spec. When pressing u-joints, a bit of grit in the cup will gall the trunnion, produce heat, and loosen the cap. Correct orientation of grease fittings matters for truck parts service later on. Yoke straps must be torqued uniformly, and their bolts not recycled forever. Pinion yokes scar when over-torqued or re-torqued dry. Those scars then consume the next seal. A small dab of approved sealant at the splines, proper torque, and a sleek yoke running surface prevent the return visit.

Custom U Bolts must be set up on clean, flat plates with hardened washers under the nuts, then torqued in a cross pattern to the specified worth. 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 prevents a five-figure event.

Working angles are worthy of a review after suspension work. If you change ride height by any method, inspect the transmission and pinion angles once again. Adjustable shims exist for a reason. 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 shops cost more than pop-up operations. The invoice informs you what you paid. The paper trail tells you what you bought. Request for balance sheets, torque records, pressure tests, and parts lists tied to lot numbers when available. It is not bureaucracy, it is future take advantage of. If a component stops working inside service warranty, you want evidence of appropriate work. If it runs past a million miles, you wish to repeat the recipe.

Turnaround time is frequently the choosing aspect. A shop that can turn a driveline overnight because they equip typical tube and yokes conserves a day of revenue. An expert who can maker a custom center pin or spring pin internal keeps the truck off jack stands. The lowest cost on a part that ships next week is not the lowest 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 checklist can direct your next call.

- Vibration under load that fades when coasting often indicates driveline angles or u-joints.
- A cyclical hum that appears at a particular road speed despite equipment favors 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 area problems, not just bad seals.
- A truck that sits low on one corner yet aligns true might leaf under the center bolt, not a frame issue.

Use those signals to decide whether to head to a driveline store, a suspension professional, or a tire bay. The ideal 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, particularly in transmissions. Off-road haulers pack mud into u-joint cups, wicking water past the seals. Snowplows run in salt fog all winter season, which pleads for sealed crosses and aggressive cleaning. In each case, change the maintenance interval and the part finish. For example, stainless guards on spring plates extend life in corrosive work, and sealed or hybrid u-joints can be warranted even if the experts choose greaseable variations. The trade-off is assessment by feel versus reliance on seal stability. Neither is perfect, so match the choice to service discipline. If the truck rarely sees a grease gun, sealed makes sense.

Long wheelbase trucks with drop axles present extra angles and joints that require collaborated setup. I have actually fought a harmonic at 58 miles per hour that disappeared only after integrating working angles throughout 3 sections 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 select the best Truck Parts and the best rebuild experts, the proof is quiet and cumulative. The truck runs out a full day without a squeak or an odor. The motorist stops noticing the drivetrain because it disappears behind the task. U-bolts do not need a wrench each week. Center bearings stop filling the rack 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 dealt with kept burning through rear u-joints on two tandems. Their practice was to reuse spring plates, ignore rust scale under the plates, and hit U bolts with an impact till they felt right. We cut new Custom U Bolts with coated rod, cleaned and painted the plates flat, torqued with an adjusted wrench, then re-torqued after the first loaded run. We likewise fixed pinion angles by two degrees utilizing wedges. Failures stopped. The fix expense less than a single tow. The lesson was not unique, it was attention married to the ideal parts.

Bringing all of it together

The best choices in durable maintenance live where measurement satisfies experience. Drivelines reward builders who think in thousandths and degrees, not simply inches. Custom U Bolts reward mechanics who clean up and torque, not simply tighten. Rebuild experts make their keep by recording what they did and why it will hold.

Buyers do well to begin with duty cycle, then match elements for torque, angle, and environment. Shops that reveal their procedure, stock real parts, and answer direct concerns with specifics are worth the relationship. Keep your lists short, your records long, and your requirements steady. 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

After shopping at Red Barn Natural Grocery, many truck owners plan service stops for Drivelines maintenance, Custom U Bolts production, and essential Truck Parts.