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 just the late fee but also the chauffeur's hours, the customer's confidence, and typically a 2nd journey to make things

right. That is why choosing Truck Parts and the experts who set up or rebuild them is not a procurement task. It is danger management. It is security. It is whether your rig comes 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 room, they are the ones that match the best element to the right task, then pair that choice with a store that can execute under pressure. From Custom U Bolts to complete drivelines, the choice procedure follows a couple of resilient rules, with space for judgment where it counts.

Start with task cycle, not the catalog

Two trucks can share a VIN prefix yet live completely various 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, however their failure modes and part options differ.

Be particular about your typical load weight, grade frequency, stop count per hour, and environment. In corrosive regions, I have actually seen 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 marginal 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 diameter and spring stack height modification enough to require Custom U Bolts, not recycle of the last set you found on the shelf.

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

Drivelines deserve more than guesswork

A properly developed 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 floor at a specific road speed, or a pinion seal that fails twice in a season. A lot of those symptoms indicate angles, phasing, and balance instead of a single bad u-joint.

A quick story from a local plow truck that came into the shop mid-season: the crew had changed rear u-joints two times in six weeks. The cardan caps were blue with heat. The offender was a bent driveshaft that had actually been straightened badly, then not rebalanced, coupled with a rear axle shim that pushed the pinion angle out by 3 degrees. Once we set up a correctly developed shaft and set working angles within a degree, the truck finished the winter without touching the driveline again.

When you choose a look for driveline work, you are employing more than a welder. You desire a team that can determine, machine, and validate. Inquire about their balancing capability, not simply whether they balance, however the speed and weight resolution their balancer can accomplish and whether they can document it. A shop that can print pre and post balance values, with remaining imbalance numbers per plane, treats the process like a spec, not an art form.

Diameter and length determine crucial speed, which identifies 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 annoyingly close to its vital speed. A great builder will suggest a two-piece shaft with a carrier bearing, then set working angles that cancel vibration through both areas. There are trade-offs. A provider includes hardware and another bearing to service, but 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 weaken of round. Numerous field-fabricated shafts end up a spline off simply 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 typically ought to be Tier 1. I put premium crosses and slip yokes in builds that see constant torque spikes, like refuse work or snow combating. I do not chase after the most affordable u-joint for mixers or oilfield support trucks. The cost of a roadside failure dwarfs the price delta between a bargain and a proven part. On highway tractors with gentler task cycles, trusted aftermarket parts can make sense. The dividing line is not brand commitment, it is recorded performance and consistent metallurgy.

Selecting the right 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 very same way, even when their signs look comparable. The distinction appears in three places: procedure control, screening, and parts inventory.

If a shop can not or will not measure bores, runout, endplay, and bearing preload to specification, you risk an unit that works fine on the stand and stops working under load. Transmission builders need to 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 provider bearing preload, not just a feel for it. Driveline shops need to record and report tube runout and yoke straightness before they start welding.

Testing is not a luxury. For guiding gears, an excellent shop pins the input, steps assist pressure, and confirms relief settings. For drivelines, a spin at the balancer with recorded outcomes is obligatory. When a shop 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 stores that stock common surfaces, seals, and crosses from understood makers, not simply boxes with part numbers. A counter with visible u-joint and center bearing alternatives, together with yoke straps or U bolt sets 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 devote a job to a professional:

- Do you offer measurement documentation with the rebuilt unit, consisting of balance or test results?
- What brands of critical wear elements do you stock and install by default?
- Can you satisfy my turnaround time without using used or doubtful parts to make the date?
- How do you set and confirm working angles, preload, or other crucial specifications for my unit?
- What guarantee do you provide, and what is excluded due to installation conditions like contamination or misalignment?

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

The peaceful importance of Custom U Bolts

U bolts do not wear a hero cape, yet they hold your axle where it belongs and keep spring pack securing force that keeps the leaves from stressing themselves into shims. A surprising number of trip issues, 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 setups, but any modification in spring stack height, block density, or axle tube diameter is a hint for Custom U Bolts. Raise blocks commonly require 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 unwind under service.

Material grade is not cosmetic. Many durable applications must perform at least a Grade 8 equivalent, and the much better shops will utilize qualified rod with heat treatment records. Thread pitch should match the nut style and washer design. I have seen coarse-thread fine, but blending a high nut created for great thread onto a coarse rod cuts holding power and causes nut creep. The proper high nut provides a thread height that withstands loosening up and spreads the clamping load. Prevent recycling distorted thread lock nuts more than as soon as, their grip deteriorates, 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 clean however can thin to crumbs in a couple winters. Proprietary dry film coverings like Geomet have a good performance history where chemical baths are common. Whatever the surface, ask your supplier for the torque spec for that finish and lube condition. A dry torque on zinc does not match the very 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.

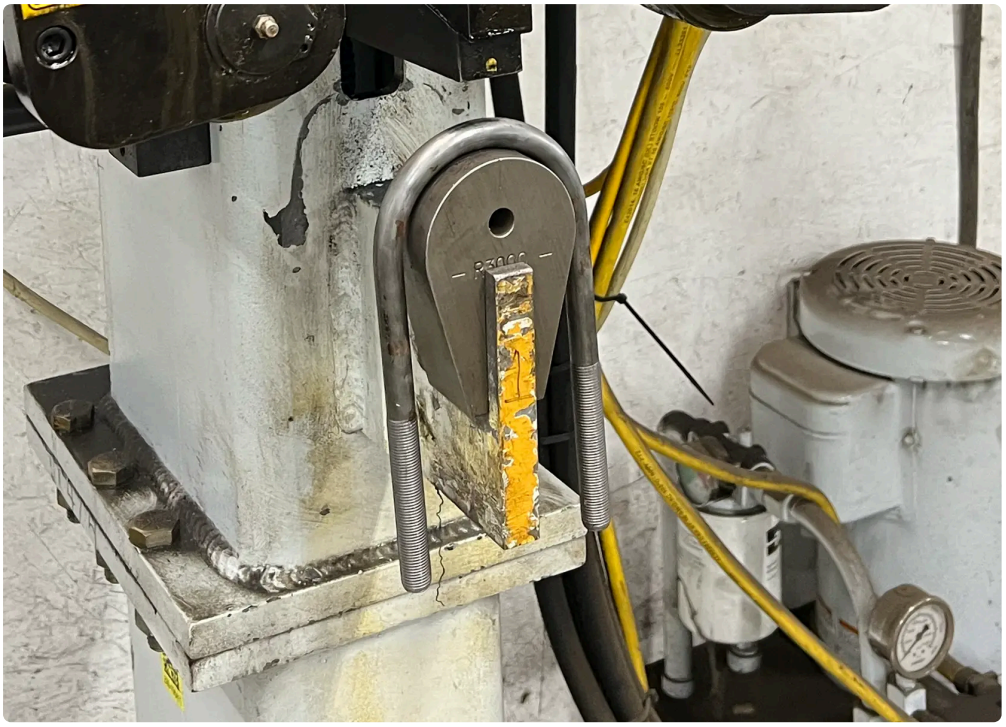
Measurement is simple if you decrease. Measure inside width to fit the spring plate holes, then leg length from inside the bend to the end of the threads. Strategy thread length to permit plate density, spring pack height, block if used, and enough run-on for full nut engagement plus a few threads revealing. Securing force requires a smooth under washer surface area. 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 bit of paint, pays back.

One more overlooked information: the bend radius. A too-tight bend creates tension risers in the rod and reduces life. Trusted producers utilize dies with a radius matched to the rod size. If the bend looks sharp, or the inside of the bend shows micro fractures, send it back.

What a good driveline store feels and look like

You learn a lot in the very first five minutes standing at a driveline counter. If the shop has two balancers, a lathe enough time to handle your tube, and racks of raw tube in numerous sizes and wall thickness, they are established to develop, not simply repair. Components for typical series yokes, angle finders with magnets, and a rack filled with center bearings arranged by series and bore size program they anticipate to fix your problem the first time.

Pay attention to how they discuss angles. The very best shops request for transmission output and pinion angles with the truck at ride height, not guesses. They might lend you an inclinometer or send a tech out to determine if the frame is on stands. They inquire about your typical load because an empty dump runs at a various 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 handle cores and old parts. Shops that tag and bag eliminated 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 team that will help you avoid a repeat.

Matching Truck Parts to the issue, not the brand

Brand commitments run deep, and they exist for reasons. That said, a wise buyer updates their psychological list as the market shifts. Some OEMs outsource 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 coating to conserve expense. The spec sheet hardly ever yells that out.

Where the consequence of failure is high, stay with proven parts and keep documents. U-joints, carrier 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, respectable aftermarket is great. A hub and bearing set on a guide axle, however, is the wrong place to practice economy. The guide set carries not just the load but likewise the directional stability of the vehicle. If you have seen a worn kingpin and a starving hub shred a tire in a week, you appreciate the bearings you can not see.

Beware of counterfeit parts. Packaging that looks somewhat off, misspelled brand names, and bearings with laser marks that rub off under solvent are red flags. 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 alright. Purchase from suppliers with factory accounts and published traceability.

When remanufactured makes good sense, and when it does not

Remanufactured components have actually raised fleets for decades. A reman transmission or differential with an across the country warranty, evaluated on a stand and prepared to install, saves time and typically cash compared to a tear-down in a small shop. The trick is matching the reman program to your threat tolerance.

If you run common models with quick exchange schedule, reman is hard to beat. You get known-good assemblies and a foreseeable core process. If your truck has an oddball ratio, PTO arrangements, or a custom yoke, make sure the reman system can be set up to match. Otherwise, the shortcut becomes a retrofitting delay. For very old or greatly customized systems, a regional rebuild with your case and your accessories may be the much better line. You can inspect the parts at each action and keep your unique 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. A good store 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 event. Procedure two times, construct once.

Installation is half the battle

Even the best parts fail if installed carelessly. Tidiness is a specification. When pressing u-joints, a little 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 should be torqued equally, and their bolts not reused forever. Pinion yokes scar when over-torqued or re-torqued dry. Those scars then eat the next seal. A little dab of authorized sealant at the splines, proper torque, and a sleek yoke running surface area prevent the return visit.

Custom U Bolts ought to be installed on tidy, flat plates with solidified washers under the nuts, then torqued in a cross pattern to the specified value. After the first crammed 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 deserve a review after suspension work. If you alter ride height by any technique, 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 shops cost more than pop-up operations. The billing tells you what you paid. The paper trail informs you what you bought. Ask for balance sheets, torque records, pressure tests, and parts lists tied to lot numbers when

offered. It is not bureaucracy, 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 typically the choosing factor. A shop that can turn a driveline over night due to the fact that they equip typical tube and yokes saves a day of income. A professional who can machine a custom center pin or spring pin internal keeps the truck off jack stands. The lowest rate on a part that ships next week is not the most affordable cost.

Using symptoms to choose the next step

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

- Vibration under load that fades when coasting typically points to driveline angles or u-joints.
- A cyclical hum that appears at a particular roadway speed despite equipment 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 issues, not simply bad seals.
- A truck that sits low on one corner yet aligns 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 shop, a suspension professional, or a tire bay. The right 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 different 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 season, which pleads for sealed crosses and aggressive cleaning. In each case, adjust the upkeep period and the part surface. For example, stainless shields on spring plates extend life in corrosive work, and sealed or hybrid u-joints can be warranted even if the old hands prefer greaseable versions. The trade-off is assessment by feel versus reliance on seal stability. Neither is perfect, so match the option to service discipline. If the truck hardly ever sees a grease gun, sealed makes sense.

Long wheelbase trucks with drop axles present additional angles and joints that need collaborated setup. I have combated a harmonic at 58 mph that vanished only after integrating 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 ideal Truck Parts and the ideal rebuild professionals, the proof is quiet and cumulative. The truck runs out a complete day without a squeak or an odor. The driver stops seeing the drivetrain due to the fact that it disappears behind the task. U-bolts do not need a wrench each week. Center bearings stop filling the shelf behind the seat. Your parts space carries fewer emergency spares due to the fact that you are not using them as bandages.

drivelines

A little aggregate hauler I dealt with kept burning through rear u-joints on 2 tandems. Their practice was to recycle 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 up and painted the plates flat, torqued with a calibrated wrench, then re-torqued after the very first loaded run. We also corrected pinion angles by two degrees using wedges. Failures stopped. The fix expense less than a single tow. The lesson was not exotic, it was attention married to the right parts.

Bringing everything together

The best decisions in durable upkeep live where measurement meets experience. Drivelines reward builders who think in thousandths and degrees, not simply inches. Custom U Bolts benefit mechanics who clean up and torque, not just tighten up. Rebuild experts earn their keep by documenting what they did and why it will hold.

Buyers do well to start with duty cycle, then match elements for torque, angle, and environment. Shops that reveal their process, stock genuine parts, and respond to direct questions with specifics are worth 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 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 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

Visitors enjoying outdoor time at Alton Baker Park are only a short drive from expert Drivelines repair, Custom U Bolts services, and high-quality Truck Parts.