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

Follow Us:

- Facebook: https://www.facebook.com/andersonbrotherseugene
- Instagram: https://www.instagram.com/andersonbrotherste/

Downtime has a number, and it is rarely little. A regional hauler who misses a shipment window consumes not just the late cost however likewise the driver's hours, the customer's self-confidence, and typically a second

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

I have actually spent 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 room, they are the ones that match the right element to the right task, then set that choice with a store that can perform under pressure. From Custom U Bolts to finish drivelines, the selection 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 completely various lives. One pulls a stomach 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 specific about your typical load weight, grade frequency, stop count per hour, and environment. In corrosive regions, I have actually enjoyed brilliant zinc hardware turn chalky in months while hot dip galvanizing held up for several years. On the other end, a mountain path with 6 percent grades will cook marginal u-joints long before the calendar states they are due. If you are including lift blocks for tire clearance on a service truck, the axle tube size and spring stack height modification enough to need Custom U Bolts, not reuse of the last set you found on the shelf.

Capturing responsibility cycle data is not theory. It guides spline choice on a slip yoke, the required torque ranking on a center bearing, and the finish on your frame hardware. It likewise informs a rebuild expert what to inspect beyond the obvious.

Drivelines are worthy of more than guesswork

An appropriately developed and well 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 flooring at a specific roadway speed, or a pinion seal that fails two times in a season. A number of those signs indicate angles, phasing, and balance rather than a single bad u-joint.

A quick story from a local rake truck that entered the shop mid-season: the crew had changed rear u-joints twice in 6 weeks. The cardan caps were blue with heat. The culprit was a bent driveshaft that had been aligned badly, then not rebalanced, paired with a rear axle shim that pressed the pinion angle out by three degrees. Once we installed a correctly constructed shaft and set working angles within a degree, the truck finished the winter season without touching the driveline again.

When you select a shop for driveline work, you are employing more than a welder. You want a team that can measure, device, and verify. Inquire about their balancing capability, not simply whether they balance, however the speed and weight resolution their balancer can attain and whether they can record it. A store that can print pre and post balance worths, with remaining imbalance numbers per aircraft, deals with the process like a specification, not an art form.

Diameter and length identify vital speed, which identifies whether a given tube size is feasible at your cruise RPM. A long single-piece shaft on a medium-duty chassis that sees 70 mph may run annoyingly near to its crucial speed. An excellent builder will recommend a two-piece shaft with a carrier bearing, then set working angles that cancel vibration through both sections. There are trade-offs. A provider includes hardware and another bearing to service, however it frequently moves your operating point further from trouble.

Phasing matters. Yokes that run out stage by a couple of 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 merely since a paint mark was missed out on. The right store uses indexed yokes or fixtures to lock phasing during assembly.

Not every component needs to be OEM, but vital ones frequently need to be Tier 1. I put superior crosses and slip yokes in builds that see constant torque spikes, like refuse work or snow battling. I do not chase after the most inexpensive u-joint for mixers or oilfield assistance trucks. The expense of a roadside failure overshadows the cost delta between a bargain and a tested part. On highway tractors with gentler task cycles, reliable aftermarket components can make sense. The dividing line is not brand name commitment, it is recorded performance and constant metallurgy.

Selecting the best rebuild specialist

When you turn over a driveshaft, axle, steering gear, or transmission, you are trading time and trust. You desire fast, but not at the cost of repeat work. Not all rebuilders run the same way, even when their signs look similar. The difference appears in three places: procedure control, screening, and parts inventory.

If a shop can not or will not determine bores, runout, endplay, and bearing preload to specification, you run the risk of an unit that works fine on the stand and stops working under load. Transmission contractors should 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 ought to have a repeatable technique for setting pinion depth and provider bearing preload, not simply a feel for it. Driveline shops should catch and report tube runout and yoke straightness before they begin welding.

Testing is not a luxury. For guiding equipments, a good store pins the input, steps assist pressure, and verifies relief settings. For drivelines, a spin at the balancer with recorded outcomes is compulsory. When a store says they will throw 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 surface areas, seals, and crosses from understood makers, not simply boxes with part numbers. A counter with visible u-joint and center bearing choices, in addition to yoke straps or U bolt kits matched to actual yoke series, reduces the uncertainty and the lead time.

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

- Do you supply measurement documents with the rebuilt system, consisting of balance or test results?
- What brand names of important wear components do you stock and set up by default?
- Can you satisfy my turnaround time without using used or questionable parts to make the date?
- How do you set and confirm working angles, preload, or other key specifications for my unit?
- What service warranty do you use, and what is left out due to setup conditions like contamination or misalignment?

Five concerns can reveal how a store thinks. If the responses are vague, take the hint.

The peaceful value of Custom U Bolts

U bolts do not wear 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. A surprising number of ride problems, axle wrap complaints, and broke spring seats trace back to the wrong U bolt shape, product, or torque.

Off the rack sets work for factory configurations, however any modification in spring stack height, block thickness, or axle tube diameter is a hint for Custom U Bolts. Lift blocks commonly need longer legs and a different 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 heavy-duty applications ought to run at least a Grade 8 comparable, and the better shops will utilize licensed rod with heat treatment records. Thread pitch ought to match the nut design and washer style. I have seen coarse-thread fine, but mixing a high nut created for fine thread onto a coarse rod cuts holding power and results in nut creep. The right tall nut supplies a thread height that resists loosening and spreads out the securing load. Prevent reusing distorted thread lock nuts more than as soon as, their grip deteriorates, and a heavy truck does not forgive.

Coating choice depends upon 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 film coatings like Geomet have an excellent performance history where chemical baths are common. Whatever the surface, ask your supplier for the torque specification for that surface 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 easy 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. Plan thread length to enable plate density, spring pack height, block if used, and enough run-on for full nut engagement plus a couple of threads showing. Securing force requires a smooth under washer surface area. A spring plate that looks 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 little paint, pays back.

One more ignored information: the bend radius. A too-tight bend develops stress risers in the rod and reduces life. Reputable producers utilize passes away 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 shop feels and look like

You discover a lot in the first 5 minutes standing at a driveline counter. If the shop has two balancers, a lathe enough time to manage your tube, and racks of raw tube in several diameters and wall thickness, they are set up to build, not just repair. Fixtures for common series yokes, angle finders with magnets, and a rack filled with center bearings sorted by series and bore size program they anticipate to fix your issue the very first time.

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

Look for how they manage cores and old parts. Shops that tag and bag got rid of u-joints and seals, then show you heat marks, brinelling, or 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 team that will assist 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 sensible buyer updates their mental 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 variation loses a heat treat action or a finish to conserve cost. The spec sheet rarely screams that out.

Where the repercussion of failure is high, stick with tested parts and keep documentation. U-joints, provider bearings, spring pins, tie rod ends, drag links, and brakes fall in that container. For less crucial locations, like cosmetic brackets or non-structural fasteners, respectable aftermarket is great. A hub and bearing set on a steer axle, however, is the wrong location to practice economy. The steer set carries not just the load however also the directional stability of the automobile. If you have actually seen a worn kingpin and a starving center shred a tire in a week, you respect the bearings you can not see.

Beware of fake parts. Product packaging that looks a little off, misspelled brand, and bearings with laser marks that rub off under solvent are warnings. I have had boxes that appeared legitimate till the micrometer told 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 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 a nationwide service warranty, checked on a stand and ready to install, conserves time and often money compared to a tear-down in a little shop. The trick is matching the reman program to your threat tolerance.

If you run common designs with fast exchange accessibility, reman is tough to beat. You get known-good assemblies and a predictable core process. If your truck has an oddball ratio, PTO arrangements, or a custom yoke, ensure the reman system can be configured to match. Otherwise, the shortcut ends up being a retrofitting hold-up. For very old or greatly customized units, a regional rebuild with your case and your accessories may be the much better line. You can examine the parts at each step and keep your distinct features intact.

With drivelines, exchange can work for basic lengths on common models, however most work is custom to wheelbase and trip height. An excellent store 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 first axle wrap event. Procedure twice, build once.

Installation is half the battle

Even the best parts stop working if set up thoughtlessly. Cleanliness is a spec. When pressing u-joints, a bit of grit in the cup will gall the trunnion, create heat, and loosen up the cap. Correct orientation of grease fittings matters for service later on. Yoke straps should 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 small dab of approved sealant at the splines, proper torque, and a refined yoke running surface area prevent the return visit.

Custom U Bolts should be installed on clean, flat plates with solidified washers under the nuts, then torqued in a cross pattern to the specified value. After the very 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 second look after suspension work. If you alter trip height by any method, check the transmission and pinion angles once again. Adjustable shims exist for a reason. 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 stores cost more than pop-up operations. The invoice tells you what you paid. The paper trail informs you what you bought. Ask for balance sheets, torque records, pressure tests, and parts lists connected to lot numbers when available. It is not administration, it is future take advantage of. If a part fails inside guarantee, you desire proof of correct work. If it runs past a million miles, you wish to repeat the recipe.

Turnaround time is frequently the choosing factor. A store that can turn a driveline over night because they equip typical tube and yokes saves a day of income. A specialist who can machine 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 signs to select the next step

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

- Vibration under load that fades when cruising typically indicates driveline angles or u-joints.
- A cyclical hum that appears at a specific road speed no matter 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 suggest pinion angle or yoke surface issues, 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 decide whether to head to a driveline store, a suspension specialist, or a tire bay. The ideal very first stop conserves a lap around the block.

Edge cases and judgment calls

Field service trucks that idle for hours with PTOs engaged develop heat patterns various from highway tractors, especially in gearboxes. Off-road haulers pack mud into u-joint cups, wicking water past the seals. Snowplows run in salt fog all winter season, which begs for sealed crosses and aggressive cleaning. In each case, adjust the upkeep interval 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 choose greaseable variations. The trade-off is evaluation by feel versus dependence on seal integrity. Neither is best, so match the choice to service discipline. If the truck seldom sees a grease weapon, sealed makes sense.

Long wheelbase trucks with drop axles present extra angles and joints that require coordinated setup. I have actually combated a harmonic at 58 mph 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 right Truck Parts and the right rebuild specialists, the proof is peaceful and cumulative. The truck runs out a full day without a squeak or an odor. The driver stops seeing the drivetrain because it disappears behind the task. U-bolts do not need a wrench weekly. Center bearings stop filling the rack behind the seat. Your parts space carries fewer emergency spares due to the fact that you are not using them as bandages.

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

Bringing it all together

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

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

Anderson Brothers Truck & Equipment is located in Eugene, Oregon
Anderson Brothers Truck & Equipment was founded in 1949
Anderson Brothers Truck & Equipment serves commercial truck owners
Anderson Brothers Truck & Equipment serves fleet operators
Anderson Brothers Truck & Equipment provides heavy-duty truck parts
Anderson Brothers Truck & Equipment provides truck equipment repair services
Anderson Brothers Truck & Equipment specializes in driveline fabrication
Anderson Brothers Truck & Equipment performs driveline repair
Anderson Brothers Truck & Equipment offers custom U-bolt bending
Anderson Brothers Truck & Equipment manufactures custom U-bolts
Anderson Brothers Truck & Equipment sells new truck parts
Anderson Brothers Truck & Equipment sells used truck parts
Anderson Brothers Truck & Equipment maintains heavy-duty trucks
Anderson Brothers Truck & Equipment repairs truck transmissions
Anderson Brothers Truck & Equipment repairs truck differentials
Anderson Brothers Truck & Equipment supports the trucking industry
Anderson Brothers Truck & Equipment operates in Lane County, Oregon
Anderson Brothers Truck & Equipment provides parts delivery services
Anderson Brothers Truck & Equipment supplies components for heavy equipment
Anderson Brothers Truck & Equipment serves customers in Eugene and Springfield, Oregon
Anderson Brothers Truck & Equipment has a phone number of (541) 688-8686
Anderson Brothers Truck & Equipment has an address of 2640 State Hwy 99 N #1, Eugene, OR 97402
Anderson Brothers Truck & Equipment has a website https://andersonbrotherste.com/
Anderson Brothers Truck & Equipment has Google Maps listing https://maps.app.goo.gl/ta67Qi9fc5DCZZzp7
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

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.