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 out on a delivery window eats not just the late charge however also the chauffeur's hours, the client's self-confidence, and frequently a 2nd journey

to make things right. That is why picking Truck Parts and the professionals who install or rebuild them is not a procurement chore. It is threat 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 most significant parts space, they are the ones that match the ideal component to the best job, then set that option with a shop that can perform under pressure. From Custom U Bolts to complete drivelines, the choice procedure follows a few durable guidelines, with space for judgment where it counts.

Start with duty cycle, not the catalog

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

Be specific about your normal load weight, grade frequency, stop count per hour, and environment. In corrosive areas, I have actually enjoyed bright zinc hardware turn milky in months while hot dip galvanizing held up for many years. On the other end, a mountain path 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 change enough to need Custom U Bolts, not recycle of the last set you found on the shelf.

Capturing task cycle information is not theory. It guides spline option on a slip yoke, the required torque score on a center bearing, and the finish on your frame hardware. It also tells a rebuild specialist what to inspect beyond the obvious.

Drivelines should have more than guesswork

An appropriately 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. Many of those symptoms indicate angles, phasing, and balance instead of a single bad u-joint.

A fast story from a community rake truck that entered the shop mid-season: the team had actually changed rear u-joints twice in 6 weeks. The cardan caps were blue with heat. The perpetrator was a bent driveshaft that had been straightened badly, then not rebalanced, paired with a rear axle shim that pressed the pinion angle out by three degrees. As soon as we installed a properly developed shaft and set working angles within a degree, the truck finished the winter without touching the driveline again.

When you select a look for driveline work, you are working with more than a welder. You want a team that can measure, machine, and verify. Inquire about their balancing capability, not simply whether they balance, but the speed and weight resolution their balancer can achieve and whether they can document it. A store that can print pre and post balance worths, with remaining imbalance numbers per aircraft, treats the process like a spec, not an art form.

Diameter and length identify critical speed, which determines whether a provided tube size is practical at your cruise RPM. A long single-piece shaft on a medium-duty chassis that sees 70 mph may run uncomfortably near to its vital speed. An excellent contractor will advise a two-piece shaft with a provider bearing, then set working angles that cancel vibration through both areas. There are compromises. A provider adds hardware and another bearing to service, however it typically 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 tire out of round. Many field-fabricated shafts wind up a spline off just due to the fact that a paint mark was missed out on. The right shop utilizes indexed yokes or fixtures to lock phasing during assembly.

Not every element needs to be OEM, but vital ones often should be Tier 1. I put premium crosses and slip yokes in builds that see constant torque spikes, like refuse work or snow fighting. I do not chase after the least expensive u-joint for mixers or oilfield support trucks. The expense of a roadside failure overshadows the cost delta between a deal and a proven part. On highway tractors with gentler task cycles, reliable aftermarket components can make good 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 fast, but not at the expense of repeat work. Not all rebuilders run the exact same method, even when their indications look comparable. The difference appears in 3 locations: process control, screening, and parts inventory.

If a store can not or will not measure bores, runout, endplay, and bearing preload to spec, you risk an unit that works fine on the stand and fails under load. Transmission builders ought 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 ought to have a repeatable approach for setting pinion depth and provider bearing preload, not just a feel for it. Driveline stores need to capture and report tube runout and yoke straightness before they start welding.

Testing is not a luxury. For guiding equipments, an excellent shop pins the input, measures assist pressure, and confirms relief settings. For drivelines, a spin at the balancer with recorded results is mandatory. When a shop says 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 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, shortens the guesswork and the lead time.

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

- Do you offer measurement paperwork with the rebuilt unit, including balance or test results?
- What brands of crucial wear components do you stock and install by default?

- Can you satisfy my turn-around 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 warranty do you use, and what is omitted due to setup conditions like contamination or misalignment?

Five questions can reveal how a store 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 securing force that keeps the leaves from stressing themselves into shims. An unexpected variety of ride problems, axle wrap grievances, and cracked spring seats trace back to the wrong U bolt shape, product, or torque.

Off the rack sets work for factory setups, but any change in spring stack height, block density, or axle tube diameter is a cue for Custom U Bolts. Lift blocks typically need 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 durable applications custom U bolts Anderson Brothers Truck & Equipment ought to perform at least a Grade 8 equivalent, and the much better stores will utilize certified rod with heat treatment records. Thread pitch must match the nut style and washer design. I have seen coarse-thread fine, but mixing a tall nut designed for fine thread onto a coarse rod cuts holding power and results in nut creep. The right high nut offers 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 selection 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 winter seasons. Proprietary dry movie finishings like Geomet have a good 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 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 simple if you decrease. Procedure 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 revealing. Clamping force requires a smooth under washer surface. 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 bit of paint, pays back.

One more ignored information: the bend radius. A too-tight bend develops tension risers in the rod and reduces life. Reliable producers utilize passes away with a radius matched to the rod diameter. If the bend looks sharp, or the within the bend reveals micro cracks, 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 store has 2 balancers, a lathe enough time to handle your tube, and racks of raw tube in multiple diameters and wall thickness, they are set up to construct, 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 expect to fix your problem the first time.

Pay attention to how they speak about angles. The very best stores request for transmission output and pinion angles with the truck at trip height, not guesses. They might provide you an inclinometer or send a tech out to

measure if the frame is on stands. They ask about your normal load because an empty dump performs at a different angle than a completely 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 manage cores and old parts. Shops that tag and bag removed u-joints and seals, then reveal you heat marks, brinelling, or worrying 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 help you prevent a repeat.

Matching Truck Parts to the issue, not the brand

Brand commitments run deep, and they exist for reasons. That stated, a sensible purchaser updates their psychological list as the marketplace 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 coating to save expense. The spec sheet seldom shouts that out.

Where the effect of failure is high, stay with tested parts and keep paperwork. 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, reliable aftermarket is great. A center and bearing set on a steer axle, nevertheless, is the incorrect location to practice economy. The steer set brings not just the load but likewise the directional stability of the vehicle. 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. 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 genuine 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 alright. Purchase from suppliers with factory accounts and released traceability.

When remanufactured makes sense, and when it does not

Remanufactured elements have actually lifted fleets for decades. A reman transmission or differential with a nationwide service warranty, tested on a stand and ready to set up, saves time and often money compared to a tear-down in a little store. The trick is matching the reman program to your threat tolerance.

If you run typical models with quick exchange accessibility, reman is hard 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 system can be set up to match. Otherwise, the shortcut becomes a retrofitting hold-up. For very old or greatly modified systems, a regional rebuild with your case and your devices might be the much better line. You can inspect the parts at each action and keep your distinct features intact.

With drivelines, exchange can work for basic lengths on typical designs, but most work is custom to wheelbase and trip height. An excellent shop will keep a library of typical measurements and season it with actual on-truck checks. I have actually seen exchange shafts installed 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, develop once.

Installation is half the battle

Even the very best parts stop working if set up carelessly. Tidiness is a spec. When pressing u-joints, a little bit of grit in the cup will gall the trunnion, create heat, and loosen up the cap. Proper orientation of grease fittings matters for service later on. Yoke straps ought to 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 small dab of approved sealant at the splines, appropriate torque, and a polished yoke running surface prevent the return visit.

Custom U Bolts need to be set up on tidy, flat plates with hardened washers under the nuts, then torqued in a cross pattern to the defined worth. After the first crammed 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 should have a second look after suspension work. If you alter trip 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 stores cost more than pop-up operations. The billing informs you what you paid. The paper trail tells you what you purchased. Request for balance sheets, torque records, pressure tests, and parts lists tied to lot numbers when readily available. It is not bureaucracy, it is future utilize. If an element fails inside service warranty, you want proof of appropriate work. If it runs past a million miles, you want to repeat the recipe.

Turnaround time is often the deciding factor. A shop that can turn a driveline over night due to the fact that they stock typical tube and yokes conserves a day of income. An expert who can device a custom center pin or spring pin in-house keeps the truck off jack stands. The lowest rate on a part that ships next week is not the lowest cost.

Using symptoms to select the next step

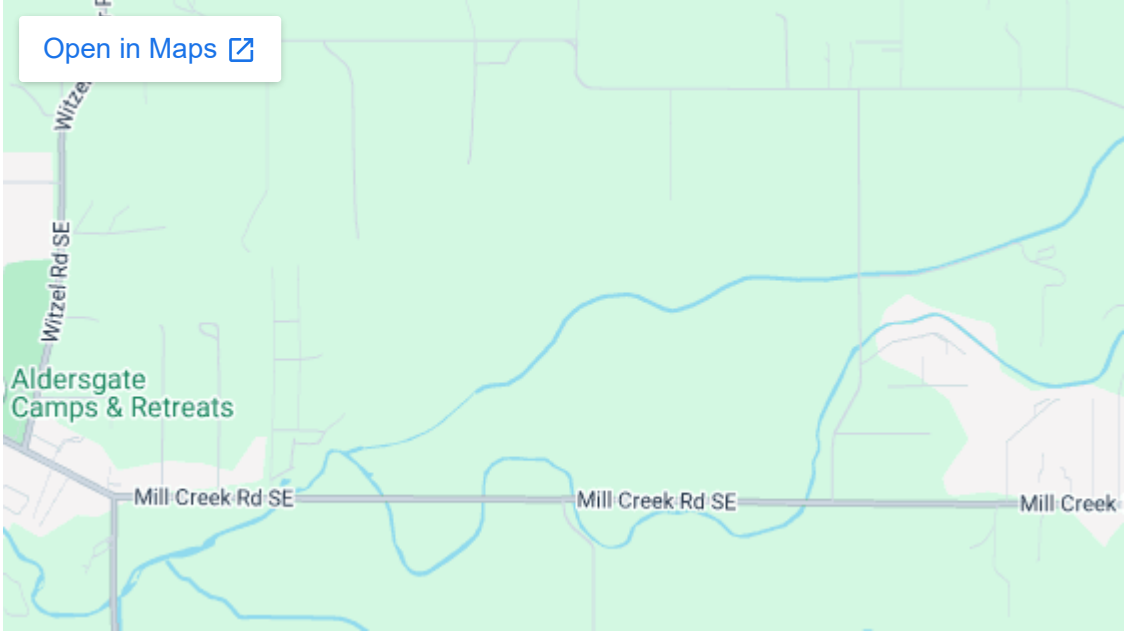
Not every vibration is a driveline, and not every lean is a spring. Still, patterns help. A simple field list can direct your next call.

- Vibration under load that fades when coasting frequently indicates driveline angles or u-joints.
- A cyclical hum that appears at a particular roadway speed despite gear favors a balance or tire issue.
- Clunks on start and stop without vibration under cruise can originate from loose U bolts or worn slip splines.
- Repeated seal failures on a differential suggest pinion angle or yoke surface problems, not just bad seals.
- A truck that sits low on one corner yet aligns real may 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 expert, or a tire bay. The ideal very first stop saves a lap around the block.

Edge cases and judgment calls

Field service trucks that idle for hours with PTOs engaged develop heat patterns various from highway tractors, particularly in gearboxes. Off-road haulers load mud into u-joint cups, wicking water past the seals. Snowplows run in salt fog all winter, which pleads for sealed crosses and aggressive cleaning. In each case, change the upkeep period and the part surface. For instance, 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 inspection by feel versus dependence 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 extra angles and joints that require collaborated setup. I have actually combated a harmonic at 58 mph that vanished just after integrating working angles throughout three sections and moving a carrier 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 experts, the evidence is quiet and cumulative. The truck runs out a full day without a squeak or an odor. The chauffeur stops observing the drivetrain because it vanishes behind the task. U-bolts do not need a wrench every week. Center bearings stop filling the shelf behind the seat. Your parts space brings fewer emergency situation spares since you are not utilizing them as bandages.

A little aggregate hauler I dealt 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 impact until they felt right. We cut new Custom U Bolts with coated rod, cleaned and painted the plates flat, torqued with a calibrated wrench, then re-torqued after the first loaded run. We also remedied pinion angles by 2 degrees using wedges. Failures stopped. The repair expense less than a single tow. The lesson was not unique, it was attention wed to the best parts.

Bringing everything together

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

Buyers do well to start with task cycle, then match elements for torque, angle, and environment. Shops that show their procedure, stock genuine parts, and respond to direct concerns with specifics deserve the relationship. Keep your lists short, your records long, and your standards constant. The truck will let you understand 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

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