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 little. A regional hauler who misses a shipment window consumes not only the late cost however also the motorist's hours, the consumer'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 task. It is danger management. It is security. It is whether your rig comes home under its own power.

I have invested adequate 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 right component to the ideal job, then pair that option with a store that can execute under pressure. From Custom U Bolts to finish drivelines, the choice procedure follows a couple of long lasting 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 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 options differ.

Be specific about your normal load weight, grade frequency, stop count per hour, and environment. In corrosive areas, I have enjoyed intense zinc hardware turn milky in months while hot dip galvanizing held up for many years. On the other end, a mountain route with 6 percent grades will cook 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 require Custom U Bolts, not recycle of the last set you discovered on the shelf.

Capturing duty 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 also tells a rebuild professional what to inspect beyond the obvious.

Drivelines are worthy of more than guesswork

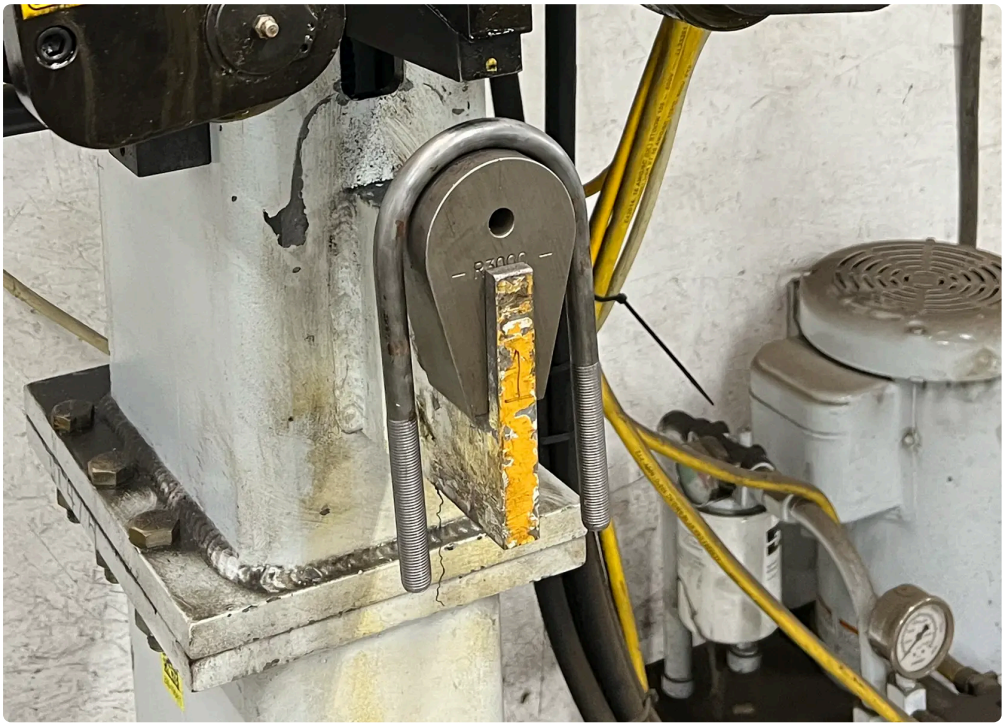
An appropriately constructed and well balanced driveline runs quiet, cool, and boring. That is what you desire. When it is off, the truck informs you through shudder on departure, a hum in the floor at a specific road speed, or a pinion seal that fails twice in a season. A number of those symptoms point to angles, phasing, and balance instead of a single bad u-joint.

A quick story from a municipal rake truck that entered the shop mid-season: the crew had actually replaced rear u-joints twice in six weeks. The cardan caps were blue with heat. The offender was a bent driveshaft that had been straightened badly, then not rebalanced, coupled with a rear axle shim that pushed the pinion angle out by three degrees. As soon as we installed a properly constructed shaft and set working angles within a degree, the truck ended up the winter without touching the driveline again.

When you choose a purchase driveline work, you are employing more than a welder. You want a team that can determine, machine, and validate. Inquire about their balancing capability, not just whether they balance, but 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 staying imbalance numbers per aircraft, treats the procedure like a requirements, not an art form.

Diameter and length determine critical speed, which identifies whether a provided tube size is feasible at your cruise RPM. A long single-piece shaft on a medium-duty chassis that sees 70 miles per hour may run uncomfortably near its crucial speed. An excellent builder will recommend a two-piece shaft with a provider bearing, then set working angles that cancel vibration through both sections. There are trade-offs. A carrier includes hardware and another bearing to service, but it typically moves your operating point further 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 uses indexed yokes or fixtures to lock phasing throughout assembly.



Not every component requires to be OEM, however vital ones frequently must be Tier 1. I put premium crosses and slip yokes in builds that see continuous 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 expense of a roadside failure dwarfs the rate delta in between a bargain and a proven part. On highway tractors with gentler task cycles, reliable aftermarket parts can make good sense. The dividing line is not brand name commitment, it is documented efficiency and constant metallurgy.

Selecting the best rebuild specialist

When you turn over a driveshaft, axle, guiding gear, or transmission, you are trading time and trust. You desire quick, however not at the expense of repeat work. Not all rebuilders run the very same way, even when their indications look comparable. The distinction appears in 3 locations: process control, testing, and parts inventory.

If a shop can not or will not determine bores, runout, endplay, and bearing preload to spec, you run the risk of a system that works fine on the stand and fails under load. Transmission home builders should 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 should have a repeatable method for setting pinion depth and carrier bearing preload, not just a feel for it. Driveline shops should catch and report tube runout and yoke straightness before they begin welding.

Testing is not a high-end. For steering equipments, an excellent shop pins the input, steps assist pressure, and validates relief settings. For drivelines, a spin at the balancer with recorded results is compulsory. When a store states they will toss it on the truck and see how it feels, you are funding their guess.

Inventory matters due to the fact that you can not rebuild with air. I prefer shops that stock common surface areas, seals, and crosses from understood makers, not simply boxes with part numbers. A counter with noticeable u-joint and center bearing alternatives, in addition to yoke straps or U bolt packages matched to actual yoke series, reduces the uncertainty and the lead time.

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

- Do you supply measurement paperwork with the rebuilt unit, consisting of balance or test results?
- What brands of vital wear elements do you stock and install by default?
- Can you satisfy my turn-around time without utilizing used or doubtful parts to make the date?
- How do you set and verify working angles, preload, or other key specs for my unit?
- What warranty do you use, and what is excluded due to setup conditions like contamination or misalignment?

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

Off the shelf sets work for factory configurations, but any modification in spring stack height, block thickness, or axle tube size is a hint for Custom U Bolts. Raise blocks typically require longer legs and a various bend radius to clear. Some axles use a semi-round or semi-elliptical seat, and a generic square bend U bolt will point-load the seat and unwind under service.

Material grade is not cosmetic. A lot of durable applications should run at least a Grade 8 comparable, and the better stores will utilize licensed rod with heat treatment records. Thread pitch should match the nut style and washer style. I have seen coarse-thread fine, but blending a high nut created for great thread onto a coarse rod cuts holding power and leads to nut creep. The proper tall nut offers a thread height that withstands loosening and spreads out the clamping load. Avoid recycling distorted thread lock nuts more than as soon as, their grip breaks down, and a heavy truck does not forgive.

Coating selection 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 winter seasons. Proprietary dry movie finishings like Geomet have an excellent track record where chemical baths are common. Whatever the surface, ask your supplier for the torque spec for that surface 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 basic if you slow down. Measure inside width to fit the spring plate holes, then leg length from inside the bend to the end of the threads. Strategy thread length to enable plate thickness, spring pack height, block if used, and enough run-on for complete nut engagement plus a couple of threads showing. Clamping force needs 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 bit of paint, pays back.

One more overlooked information: the bend radius. A too-tight bend develops tension risers in the rod and shortens life. Reliable producers use passes away with a radius matched to the rod size. If the bend looks sharp, or the inside of the bend reveals micro fractures, send it back.

What a good driveline shop looks like

You find out a lot in the very first 5 minutes standing at a driveline counter. If the store has 2 balancers, a lathe enough time to manage your tube, and racks of raw tube in multiple sizes and wall density, they are established to construct, 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 show they anticipate to fix your problem the very first time.

Pay attention to how they talk about angles. The very best stores request transmission output and pinion angles with the truck at ride height, not guesses. They may provide you an inclinometer or send a tech out to measure if the frame is on stands. They ask about your typical load due to the fact that an empty dump performs at a various angle than a fully filled 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 eliminated u-joints and seals, then show you heat marks, brinelling, or stressing on the cross, teach you something about the failure. The team that tosses parts in a bin and shrugs when you ask what failed is not the crew that will assist you prevent a repeat.

Matching Truck Parts to the issue, not the brand

Brand commitments run deep, and they exist for reasons. That stated, a smart buyer updates their psychological list as the marketplace shifts. Some OEMs outsource parts to the same Tier 1 makers who offer in the aftermarket. In other cases, the aftermarket variation loses a heat treat step or a finishing to conserve cost. The spec sheet rarely screams that out.

Where the consequence of failure is high, stick with tested parts and keep paperwork. U-joints, provider bearings, spring pins, tie rod ends, drag links, and brakes fall in that bucket. For less crucial locations, like cosmetic brackets or non-structural fasteners, trusted aftermarket is fine. A hub and bearing set on a guide axle, nevertheless, is the

incorrect place to practice economy. The guide set carries not only the load but likewise the directional stability of the vehicle. If you have actually seen a used kingpin and a hungry hub shred a tire in a week, you respect the bearings you can not see.

Beware of counterfeit parts. Packaging that looks slightly off, misspelled brand names, and bearings with laser marks that rub off under solvent are warnings. I have had boxes that seemed genuine 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 all right. Buy from suppliers with factory accounts and published traceability.

When remanufactured makes sense, and when it does not

Remanufactured components have actually raised fleets for decades. A reman transmission or differential with an across the country guarantee, tested on a stand and all set to set up, conserves time and often cash compared to a tear-down in a small store. The technique is matching the reman program to your danger tolerance.

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

With drivelines, exchange can work for standard lengths on typical designs, however the majority of work is custom to wheelbase and trip height. A good shop will keep a library of typical measurements and season it with actual 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 first axle wrap event. Step twice, construct once.

Installation is half the battle

Even the best parts fail if set up carelessly. Cleanliness is a specification. When pushing 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 need to be torqued equally, and their bolts not reused indefinitely. 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, appropriate torque, and a refined yoke running surface area prevent the return visit.

Custom U Bolts must be set up on clean, flat plates with solidified washers under the nuts, then torqued in a cross pattern to the specified value. After the very first loaded 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 trip height by any technique, 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 billing tells you what you paid. The proof tells you what you purchased. Request balance sheets, torque records, pressure tests, and parts lists connected to lot numbers when offered. It is not administration, it is future take advantage of. If a part stops working inside warranty, you want evidence of correct work. If it runs past a million miles, you wish to duplicate the recipe.

Turnaround time is typically the choosing element. A store that can turn a driveline overnight because they equip common tube and yokes conserves a day of income. A professional who can machine a custom center pin or spring pin internal keeps the truck off jack stands. The most affordable 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 assist. An easy field list can direct your next call.

- Vibration under load that fades when cruising frequently indicates driveline angles or u-joints.
- A cyclical hum that appears at a specific roadway speed no matter gear prefers 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 simply bad seals.
- A truck that sits low on one corner yet aligns true may leaf under the center bolt, not a frame issue.

Use those signals to decide whether to head to a driveline store, a suspension expert, or a tire bay. The ideal first stop conserves a lap around the custom U bolts block.

Edge cases and judgment calls

Field service trucks that idle for hours with PTOs engaged develop heat patterns different from highway tractors, especially 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 asks for sealed crosses and aggressive cleaning. In each case, change the maintenance 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-timers choose greaseable versions. The trade-off is inspection by feel versus reliance on seal stability. Neither is ideal, so match the option 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 need collaborated setup. I have battled a harmonic at 58 miles per hour that vanished just after integrating working angles throughout 3 sections 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 choose the ideal Truck Parts and the best rebuild professionals, the proof is peaceful and cumulative. The truck runs out a full day without a squeak or a smell. The motorist stops seeing the drivetrain because it disappears behind the task. U-bolts do not require a wrench every week. Center bearings stop filling the shelf behind the seat. Your parts room brings fewer emergency spares due to the fact that you are not utilizing them as bandages.

A small aggregate hauler I worked with kept burning through rear u-joints on 2 tandems. Their practice was to reuse spring plates, neglect rust scale under the plates, and hit U bolts with an effect until they felt right. We cut new Custom U Bolts with covered rod, cleaned up and painted the plates flat, torqued with a calibrated wrench, then re-torqued after the first packed run. We likewise remedied pinion angles by two degrees using wedges. Failures stopped. The repair expense less than a single tow. The lesson was not unique, it was attention married to the right parts.

Bringing everything together

The finest choices in sturdy maintenance live where measurement meets experience. Drivelines reward contractors who believe in thousandths and degrees, not just inches. Custom U Bolts reward mechanics who clean and torque, not just tighten up. Rebuild professionals make their keep by recording what they did and why it will hold.

Buyers do well to start with responsibility cycle, then match elements for torque, angle, and environment. Shops that reveal their process, stock real parts, and respond to 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
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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 visiting Skinner Butte Park, truck owners and fleet managers nearby often rely on trusted Drivelines service, Custom U Bolts fabrication, and dependable Truck Parts to keep their vehicles running smoothly.