Business Name: Anderson Brothers Truck & Equipment
Address: 2640 State Hwy 99 N #1, Eugene, OR 97402
Phone: (541) 688-8686

Anderson Brothers Truck & Equipment

Anderson Brothers Truck & Equipment is a long-established truck parts and repair company located in Eugene, Oregon. Founded in 1949, the business has served the region for more than 70 years, building a reputation as a reliable source for heavy-duty truck parts, custom fabrication, and equipment repair. The company works with commercial vehicle owners, fleets, and equipment operators who need dependable parts and services to keep their trucks operating safely and efficiently.

A core focus of Anderson Brothers is providing specialized services for heavy-duty trucks and equipment. Their shop offers custom driveline fabrication and repair, helping customers build, rebuild, or balance drivelines for a wide range of applications. They also specialize in custom U-bolt bending and fabrication, producing precisely sized components for trucks and other heavy equipment. In addition, the company sells both new and used truck parts, stocking a large inventory and offering local delivery in the Eugene and Springfield areas.

Beyond parts sales, Anderson Brothers provides repair and maintenance services for truck components such as transmissions, differentials, and related systems. Their experienced team focuses on delivering practical, cost-effective solutions that help keep trucks and equipment running reliably. With decades of experience and a commitment to local service, Anderson Brothers Truck & Equipment continues to support the trucking and transportation industries throughout Eugene and surrounding communities.

View on Google Maps
2640 State Hwy 99 N #1, Eugene, OR 97402

Business Hours

- Monday: 7:30 AM–6 PM
- Tuesday: 7:30 AM–6 PM
- Wednesday: 7:30 AM–6 PM
- Thursday: 7:30 AM–6 PM
- Friday: 7:30 AM–6 PM
- Saturday: 8 AM–2 PM
- Sunday: Closed

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Downtime has a number, and it is seldom small. A regional hauler who misses a delivery window eats not just the late charge but also the motorist's hours, the customer's confidence, and often a second trip to make things

right. That is why selecting Truck Parts and the specialists who set up or rebuild them is not a procurement chore. It is threat management. It is security. It is whether your rig gets back 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 part to the right job, then set that option with a shop that can carry out under pressure. From Custom U Bolts to complete drivelines, the selection procedure follows a couple of resilient guidelines, with room for judgment where it counts.

Start with task cycle, not the catalog

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

Be particular about your typical load weight, grade frequency, stop count per hour, and environment. In corrosive regions, I have viewed bright zinc hardware turn milky in months while hot dip galvanizing held up for several years. On the other end, a mountain route with 6 percent grades will cook limited 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 change enough to require Custom U Bolts, not recycle 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 needed torque score on a center bearing, and the surface on your frame hardware. It likewise tells a rebuild professional what to examine beyond the obvious.

Drivelines should have more than guesswork

An appropriately developed and balanced driveline runs peaceful, cool, and boring. That is what you desire. When it is off, the truck tells you through shudder on launch, a hum in the floor at a specific roadway speed, or a pinion seal that stops working twice in a season. A number of those signs indicate angles, phasing, and balance instead of a single bad u-joint.

A fast story from a municipal rake truck that entered the store mid-season: the crew had changed rear u-joints twice in six weeks. The cardan caps were blue with heat. The perpetrator was a bent driveshaft that had actually been corrected poorly, then not rebalanced, paired with a rear axle shim that pressed the pinion angle out by three degrees. Once we installed a correctly developed shaft and set working angles within a degree, the truck ended up the winter season without touching the driveline again.

When you pick a look for driveline work, you are working with more than a welder. You want a group that can measure, machine, and validate. Ask about their balancing ability, not just 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 procedure like a specification, not an art form.

Diameter and length identify crucial 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 mph may run uncomfortably close to its vital speed. A good 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, but it frequently moves your operating point farther from trouble.

Phasing matters. Yokes that are out of phase by a couple of degrees can produce a second-order vibration that makes the truck feel like it has a weaken of round. Lots of field-fabricated shafts wind up a spline off merely because a paint mark was missed out on. The right shop uses indexed yokes or fixtures to lock phasing during assembly.

Not every element needs to be OEM, however vital ones often should be Tier 1. I put exceptional crosses and slip yokes in builds that see constant torque spikes, like refuse work or snow combating. I do not chase after the most inexpensive 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, reliable aftermarket parts can make sense. The dividing line is not brand loyalty, it is recorded efficiency and consistent metallurgy.

Selecting the right rebuild specialist

When you turn over a driveshaft, axle, steering equipment, or transmission, you are trading time and trust. You want fast, however not at the expenditure of repeat work. Not all rebuilders operate the same method, even when their signs look comparable. The distinction shows up in 3 places: procedure control, testing, and parts inventory.

If a shop can not or will not determine bores, runout, endplay, and bearing preload to specification, you risk an unit that works fine on the stand and stops working under load. Transmission home builders ought 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 need to have a repeatable technique for setting pinion depth and carrier bearing preload, not just a feel for it. Driveline stores ought to record 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, procedures assist pressure, and validates relief settings. For drivelines, a spin at the balancer with documented outcomes is necessary. When a shop says they will toss it on the truck and see how it feels, you are financing their guess.

Inventory matters since you can not rebuild with air. I favor shops that stock typical surfaces, seals, and crosses from understood makers, not just boxes with part numbers. A counter with noticeable u-joint and center bearing alternatives, along 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 items worth asking before you commit a task to an expert:

- Do you provide measurement documents with the rebuilt unit, including balance or test results?
- What brands of important wear parts do you stock and install by default?
- Can you meet my turnaround time without utilizing used or questionable parts to make the date?
- How do you set and verify working angles, preload, or other crucial specs for my unit?
- What service warranty do you provide, and what is excluded due to installation conditions like contamination or misalignment?

Five concerns can reveal how a shop believes. If the answers are unclear, take the hint.

The quiet significance 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 worrying themselves into shims. A surprising number of ride concerns, axle wrap complaints, and split spring seats trace back to the incorrect U bolt shape, material, or torque.



Off the rack sets work for factory configurations, but any change in spring stack height, block thickness, or axle tube size is a hint for Custom U Bolts. Lift blocks frequently need longer legs and a different 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. Many durable applications need to run at least a Grade 8 equivalent, and the much better shops will use 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 tall nut designed for great thread onto a coarse rod cuts holding power and causes nut creep. The appropriate high nut provides a thread height that withstands loosening up and spreads out the securing load. Prevent recycling distorted thread lock nuts more than when, their grip degrades, and a heavy truck does not forgive.

Coating choice depends on environment. In the rust belt, hot dip galvanizing earns its keep. Zinc plating looks tidy but can thin to crumbs in a couple winters. Exclusive dry movie coverings like Geomet have a great performance history where chemical baths are common. Whatever the finish, ask your provider for the torque specification for that finish and lubricant condition. A dry torque on zinc does not match the same torque on oiled or plated threads. That difference can run 10 to 20 percent, enough to leave a spring pack loose or crush it.

Measurement is simple if you slow down. 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 allow for plate thickness, spring pack height, block if used, and enough run-on for full nut engagement plus a couple of threads revealing. Clamping force needs a smooth under washer surface. A spring plate that appears like a washboard will chew torque into friction instead of preload. A quick pass with a flap wheel to remove scale, then a little bit of paint, pays back.

One more ignored information: the bend radius. A too-tight bend develops stress risers in the rod and shortens life. Reputable fabricators use dies with a radius matched to the rod size. If the bend looks sharp, or the inside of the bend shows micro cracks, 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 shop has two balancers, a lathe enough time to handle your tube, and racks of raw tube in numerous diameters and wall density, they are set up to build, not just repair. Components for common series yokes, angle finders with magnets, and a rack filled with center bearings sorted by series and bore size show they expect to fix your problem the very first time.

Pay attention to how they talk about angles. The best shops request transmission output and pinion angles with the truck at trip height, not guesses. They might lend you an inclinometer or send out a tech out to determine if the frame is on stands. They inquire about your normal load because an empty dump runs at a different angle than a totally loaded 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 handle cores and old parts. Shops that tag and bag removed u-joints and seals, then reveal 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 loyalties run deep, and they exist for reasons. That said, a smart buyer updates their psychological list as the marketplace shifts. Some OEMs contract out elements to the exact same Tier 1 makers who sell in the aftermarket. In other cases, the aftermarket version loses a heat reward action or a covering to conserve cost. The spec sheet hardly ever shouts that out.

Where the consequence of failure is high, stick with tested parts and keep documentation. U-joints, carrier bearings, spring pins, tie rod ends, drag links, and brakes fall in that pail. For less vital areas, like cosmetic brackets or non-structural fasteners, drivelines andersonbrotherste.com trusted aftermarket is great. A hub and bearing set on a steer axle, however, is the incorrect location to practice economy. The guide set carries not only the load however likewise the directional stability of the vehicle. If you have actually seen a used kingpin and a hungry center shred a tire in a week, you respect the bearings you can not see.

Beware of counterfeit parts. Packaging that looks somewhat off, misspelled brand, and bearings with laser marks that rub off under solvent are warnings. I have actually had boxes that appeared legitimate until the micrometer informed me a supposed 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 sense, and when it does not

Remanufactured parts have actually lifted fleets for decades. A reman transmission or differential with a nationwide warranty, checked on a stand and ready to install, conserves time and often cash compared to a tear-down in a little shop. The trick is matching the reman program to your risk tolerance.

If you run common models with fast exchange availability, 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 unit can be set up to match. Otherwise, the faster way becomes a retrofitting hold-up. For older or heavily customized units, a local rebuild with your case and your accessories may be the much better line. You can check the parts at each step and keep your unique features intact.

With drivelines, exchange can work for basic lengths on common models, however many work is custom to wheelbase and ride height. A great store will keep a library of common measurements and season it with real 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 first axle wrap occasion. Measure twice, construct once.

Installation is half the battle

Even the best parts stop working if installed thoughtlessly. Cleanliness is a specification. When pushing u-joints, a little bit of grit in the cup will gall the trunnion, generate heat, and loosen up the cap. Correct orientation of grease fittings matters for service later. Yoke straps should be torqued uniformly, 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 approved sealant at the splines, appropriate torque, and a polished yoke running surface avoid the return visit.

Custom U Bolts need to be installed on tidy, flat plates with hardened washers under the nuts, then torqued in a cross pattern to the defined value. After the first loaded run, re-torque at the service bay door. Springs settle, paint crushes, and the clamp load relaxes. A five-minute check prevents a five-figure event.

Working angles should have a review after suspension work. If you change ride height by any approach, 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 tells you what you paid. The proof informs you what you purchased. Request 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 part fails inside service warranty, you want evidence of proper work. If it runs past a million miles, you wish to duplicate the recipe.

Turnaround time is often the deciding aspect. A shop that can turn a driveline overnight since they stock common tube and yokes conserves a day of profits. A professional who can device a custom center pin or spring pin internal keeps the truck off jack stands. The most affordable price on a part that ships next week is not the lowest cost.

Using signs to choose the next step

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



- Vibration under load that fades when coasting typically indicates driveline angles or u-joints.
- A cyclical hum that appears at a particular road speed regardless of gear prefers a balance or tire issue.
- Clunks on start and stop without vibration under cruise can come from loose U bolts or worn slip splines.
- Repeated seal failures on a differential suggest pinion angle or yoke surface area problems, not just bad seals.
- A truck that sits short on one corner yet lines up true may 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 create heat patterns various from highway tractors, particularly in transmissions. 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, adjust the upkeep period and the part finish. For instance, stainless guards on spring plates extend life in destructive work, and sealed or hybrid u-joints can be warranted even if the old-timers prefer greaseable versions. The compromise 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 introduce additional angles and joints that require coordinated setup. I have actually combated a harmonic at 58 miles per hour that disappeared only after synchronizing working angles across 3 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 right Truck Parts and the ideal rebuild professionals, the proof is peaceful and cumulative. The truck goes out a complete day without a squeak or an odor. The chauffeur stops seeing the drivetrain because it disappears behind the job. U-bolts do not require a wrench each week. Center bearings stop filling the shelf behind the seat. Your parts room brings less emergency situation spares because you are not using them as bandages.

A small aggregate hauler I worked with kept burning through rear u-joints on two tandems. Their practice was to recycle spring plates, overlook rust scale under the plates, and struck U bolts with an effect 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 first crammed run. We likewise remedied pinion angles by two degrees utilizing wedges. Failures stopped. The fix expense less than a single tow. The lesson was not unique, it was attention married to the right parts.

Bringing everything together

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

Buyers do well to begin with duty cycle, then match elements for torque, angle, and environment. Shops that show their procedure, stock genuine parts, and answer direct questions with specifics deserve the relationship. Keep your lists short, your records long, and your requirements consistent. 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 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

Families spending time at RiverPlay Discovery Village are close to local experts who provide Drivelines work, Custom U Bolts fabrication, and dependable Truck Parts.