

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 hardly ever little. A local hauler who misses a delivery window consumes not just the late fee but also the motorist's hours, the client's confidence, and frequently a second trip 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 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 room, they are the ones that match the best part to the best job, then set that option with a shop that can perform under pressure. From Custom U Bolts to finish drivelines, the selection procedure follows a couple of long lasting rules, with room for judgment where it counts.

Start with task cycle, not the catalog

Two trucks can share a VIN prefix yet live entirely various lives. One pulls a tummy dump through jobsite ruts, the other cruises interstate miles with a dry van. Both wear leaf springs and u-joints, however their failure modes and part choices differ.

Be particular about your common load weight, grade frequency, stop count per hour, and environment. In destructive areas, I have viewed intense zinc hardware turn chalky in months while hot dip galvanizing held up for several years. On the other end, a mountain route with 6 percent grades will prepare minimal u-joints long before the calendar says 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 reuse of the last set you discovered on [drivelines](#) the shelf.

Capturing responsibility cycle information 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 informs a rebuild professional what to examine beyond the obvious.

Drivelines deserve more than guesswork

A properly developed and well balanced driveline runs peaceful, cool, and boring. That is what you desire. When it is off, the truck informs you through shudder on departure, a hum in the floor at a particular roadway speed, or a pinion seal that stops working two times in a season. Many of those symptoms point to angles, phasing, and balance instead of a single bad u-joint.



A fast story from a municipal rake truck that came into the shop mid-season: the crew had replaced rear u-joints two times in six weeks. The cardan caps were blue with heat. The offender was a bent driveshaft that had actually been aligned badly, then not rebalanced, paired with a rear axle shim that pressed the pinion angle out by 3 degrees. When we set up a properly developed shaft and set working angles within a degree, the truck completed the winter season without touching the driveline again.

When you select a buy driveline work, you are hiring more than a welder. You want a group that can determine, device, and verify. Ask about their balancing capability, not just whether they balance, however 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 staying imbalance numbers per plane, treats the process like a specification, not an art form.

Diameter and length figure out important speed, which determines whether an offered tube size is feasible at your cruise RPM. A long single-piece shaft on a medium-duty chassis that sees 70 miles per hour might run uncomfortably close to its crucial speed. A great home 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 carrier includes hardware and another bearing to service, however it often moves your operating point further from trouble.

Phasing matters. Yokes that run out stage by a few degrees can produce a second-order vibration that makes the truck seem like it has a weaken of round. Many field-fabricated shafts wind up a spline off simply because a paint mark was missed. The right shop utilizes indexed yokes or fixtures to lock phasing during assembly.

Not every part requires to be OEM, but crucial ones often must be Tier 1. I put premium crosses and slip yokes in builds that see continuous torque spikes, like refuse work or snow fighting. I do not chase the most inexpensive u-joint for mixers or oilfield support trucks. The expense of a roadside failure overshadows the cost delta in between a deal and a proven part. On highway tractors with gentler duty cycles, trusted aftermarket components can make sense. The dividing line is not brand name commitment, it is documented performance 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 quickly, but not at the expense of repeat work. Not all rebuilders run the very same way, even when their indications look comparable. The difference shows up in 3 places: procedure control, testing, and parts inventory.

If a store 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 fails under load. Transmission contractors should have the ability to show 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 technique for setting pinion depth and provider bearing preload, not simply a feel for it. Driveline stores must record 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, measures assist pressure, and confirms relief settings. For drivelines, a spin at the balancer with recorded results is necessary. When a shop says they will throw it on the truck and see how it feels, you are financing their guess.

Inventory matters because you can not rebuild with air. I prefer shops that stock common surfaces, seals, and crosses from understood makers, not simply boxes with part numbers. A counter with noticeable u-joint and center bearing options, together with yoke straps or U bolt sets matched to real yoke series, reduces the guesswork and the lead time.

Here is a short checklist that covers the items worth asking before you commit a job to a professional:

- Do you supply measurement paperwork with the rebuilt system, including balance or test results?
- What brands of critical wear elements do you stock and set up 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 essential specifications for my unit?
- What warranty do you provide, and what is left out due to installation conditions like contamination or misalignment?

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

The peaceful significance of Custom U Bolts

U bolts do not use a hero cape, yet they hold your axle where it belongs and preserve spring pack clamping force that keeps the leaves from fretting themselves into shims. A surprising number of trip concerns, 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 setups, however any change in spring stack height, block density, or axle tube diameter is a cue for Custom U Bolts. Lift 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. Many durable applications need to perform at least a Grade 8 equivalent, and the better shops will use certified rod with heat treatment records. Thread pitch should match the nut design and washer style. I have actually seen coarse-thread fine, however blending a high nut developed for great thread onto a coarse rod cuts holding power and leads to nut creep. The right high nut supplies a thread height that resists loosening up 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 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. Exclusive dry film finishes like Geomet have a great track record where chemical baths are common. Whatever the finish, ask your provider for the torque spec 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 simple if you decrease. Measure inside width to fit the spring plate holes, then leg length from inside the bend to the end of the threads. Plan thread length to permit 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. 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 produces stress risers in the rod and shortens life. Trustworthy fabricators utilize passes away 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 great driveline shop feels and look like

You discover a lot in the first five 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 numerous diameters and wall density, they are established to build, not simply repair. Fixtures for common series yokes, angle finders with magnets, and a rack filled with center bearings arranged by series and bore size show they expect to resolve your problem the very first time.

Pay attention to how they speak about angles. The best shops request for transmission output and pinion angles with the truck at trip height, not guesses. They might provide you an inclinometer or send out 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 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 handle cores and old parts. Shops that tag and bag removed u-joints and seals, then show you heat marks, brinelling, or fretting on the cross, teach you something about the failure. The crew that tosses parts in a bin and shrugs when you ask what failed is not the crew that will help you prevent a repeat.

Matching Truck Parts to the problem, not the brand

Brand commitments run deep, and they exist for factors. That stated, a smart purchaser updates their psychological list as the marketplace shifts. Some OEMs outsource elements to the very same Tier 1 makers who sell in the aftermarket. In other cases, the aftermarket version loses a heat treat step or a finishing to conserve cost. The spec sheet rarely shouts that out.



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

Beware of fake parts. Product packaging that looks slightly off, misspelled trademark name, and bearings with laser marks that rub off under solvent are warnings. I have had boxes that seemed legitimate up until the micrometer informed me an expected 1710 cross was a whisper undersize. The cups slipped into the yoke ears with finger pressure. That is not alright. Buy from distributors with factory accounts and published traceability.

When remanufactured makes good sense, and when it does not

Remanufactured elements have lifted fleets for years. A reman transmission or differential with a nationwide guarantee, evaluated on a stand and ready to install, conserves time and often cash compared to a tear-down in

a small shop. The trick is matching the reman program to your risk tolerance.

If you run typical designs with quick exchange schedule, reman is tough to beat. You get known-good assemblies and a predictable core procedure. If your truck has an oddball ratio, PTO provisions, or a custom yoke, make sure the reman system can be configured to match. Otherwise, the shortcut becomes a retrofitting delay. For very old or heavily modified systems, a regional rebuild with your case and your accessories might be the better line. You can inspect the parts at each step and keep your distinct functions intact.



With drivelines, exchange can work for standard lengths on common designs, but the majority of work is custom to wheelbase and ride height. A great shop will keep a library of typical 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 very first axle wrap event. Procedure twice, construct once.

Installation is half the battle

Even the best parts fail if set up thoughtlessly. Tidiness is a spec. When pushing 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. 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 little dab of approved sealant at the splines, proper torque, and a sleek yoke running surface area avoid the return visit.

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

Working angles deserve a review after suspension work. If you change ride height by any technique, examine the transmission and pinion angles again. Adjustable shims exist for a reason. That 1 or 2 degree correction can be the difference 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 informs you what you paid. The paper trail tells you what you bought. Request for balance sheets, torque records, pressure tests, and parts lists tied to lot numbers when available. It is not administration, it is future leverage. If a component stops working inside guarantee, you want evidence of appropriate work. If it runs past a million miles, you want to repeat the recipe.

Turnaround time is often the choosing factor. A shop that can turn a driveline over night because they stock typical tube and yokes saves a day of earnings. A specialist who can make a custom center pin or spring pin in-house keeps the truck off jack stands. The lowest cost on a part that ships next week is not the most affordable cost.

Using symptoms to choose the next step

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

- Vibration under load that fades when coasting typically points to driveline angles or u-joints.
- A cyclical hum that appears at a specific road speed no matter equipment favors a balance or tire issue.
- Clunks on start and stop without vibration under cruise can come from loose U bolts or used slip splines.
- Repeated seal failures on a differential suggest pinion angle or yoke surface area issues, not simply bad seals.
- A truck that sits short on one corner yet aligns true may have a cracked leaf under the center bolt, not a frame issue.

Use those signals to decide whether to head to a driveline shop, a suspension specialist, 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 season, which pleads for sealed crosses and aggressive cleaning. In each case, adjust the upkeep period and the part surface. For example, stainless shields on spring plates extend life in destructive work, and sealed or hybrid u-joints can be justified even if the experts choose greaseable versions. The compromise is inspection by feel versus dependence on seal integrity. Neither is ideal, 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 collaborated setup. I have combated a harmonic at 58 mph that disappeared only after synchronizing working angles across three sections and moving a carrier 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 right Truck Parts and the right rebuild experts, the evidence is quiet and cumulative. The truck goes out a full day without a squeak or a smell. The chauffeur stops noticing the drivetrain because it disappears behind the task. U-bolts do not need a wrench each week. Center bearings stop filling the rack behind the seat. Your parts room brings less emergency spares due to the fact that you are not using them as bandages.

A little aggregate hauler I worked with kept burning through rear u-joints on two tandems. Their practice was to recycle spring plates, disregard rust scale under the plates, and struck U bolts with an effect till 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 loaded run. We also remedied pinion angles by 2 degrees utilizing wedges. Failures stopped. The repair cost less than a single tow. The lesson was not unique, it was attention married to the ideal parts.

Bringing all of it together

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

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

Anderson Brothers Truck & Equipment has a phone number of (541) 688-8686

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Anderson Brothers Truck & Equipment has a website <https://andersonbrotherste.com/>

Anderson Brothers Truck & Equipment has Google Maps listing <https://maps.app.goo.gl/ta67Qi9fc5DCZZp7>

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](tel:5416888686) 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](tel:(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.