

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 out on a shipment window consumes not only the late fee however also the driver's hours, the customer's self-confidence, and typically a 2nd journey

to make things right. That is why picking Truck Parts and the professionals who set up or rebuild them is not a procurement task. It is danger management. It is security. It is whether your rig gets home under its own power.

I have actually invested sufficient hours under trucks and at the counter to see the patterns. The fleets that keep rolling are not the ones with the greatest parts space, they are the ones that match the best part to the right task, then set that option with a shop that can execute under pressure. From Custom U Bolts to complete drivelines, the choice process follows a few resilient rules, with room 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 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 destructive areas, I have watched brilliant zinc hardware turn chalky in months while hot dip galvanizing held up for years. On the other end, a mountain path with 6 percent grades will prepare 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 modification enough to require Custom U Bolts, not reuse of the last set you discovered on the shelf.

Capturing duty cycle information is not theory. It guides spline option on a slip yoke, the needed torque ranking on a center bearing, and the finish on your frame hardware. It likewise informs a rebuild professional what to examine beyond the obvious.

Drivelines should have more than guesswork

A properly 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 takeoff, 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 rather than a single bad u-joint.

A quick story from a local plow truck that entered into the shop mid-season: the team had replaced rear u-joints twice in six weeks. The cardan caps were blue with heat. The offender was a bent driveshaft that had actually been aligned poorly, then not rebalanced, coupled with a rear axle shim that pressed the pinion angle out by 3 degrees. When we installed a correctly built shaft and set working angles within a degree, the truck finished the winter season without touching the driveline again.

When you select a shop for driveline work, you are working with more than a welder. You want a group that can determine, maker, and validate. Ask about their balancing capability, not just whether they balance, however the speed and weight resolution their balancer can attain and whether they can record it. A shop that can print pre and post balance worths, with remaining imbalance numbers per aircraft, treats the process like a requirements, not an art form.

Diameter and length identify important speed, which determines whether a given tube size is practical at your cruise RPM. A long single-piece shaft on a medium-duty chassis that sees 70 miles per hour might run uncomfortably near its crucial speed. A good builder will suggest a two-piece shaft with a provider bearing, then set working angles that cancel vibration through both sections. There are compromises. A carrier adds hardware and another bearing to service, but it frequently moves your operating point further 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 weakened round. Lots of field-fabricated shafts end up a spline off just due to the fact that a paint mark was missed. The right shop uses indexed yokes or components to lock phasing during assembly.

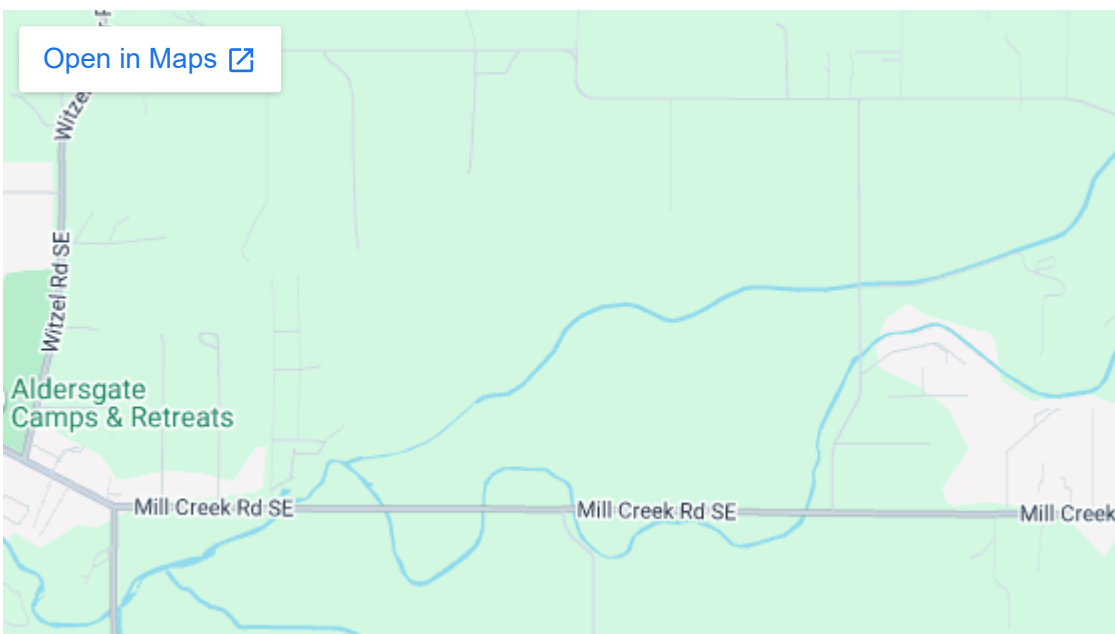
Not every part needs to be OEM, but vital ones frequently must be Tier 1. I put exceptional crosses and slip yokes in builds that see constant torque spikes, like refuse work or snow battling. I do not go after the most inexpensive u-joint for mixers or oilfield support trucks. The cost of a roadside failure dwarfs the rate delta between a bargain and a proven part. On highway tractors with gentler responsibility cycles, trustworthy aftermarket parts can make good sense. The dividing line is not brand loyalty, it is recorded efficiency and constant metallurgy.

Selecting the best rebuild specialist

When you turn over a driveshaft, axle, steering gear, or transmission, you are trading time and trust. You desire quickly, however not at the expense of repeat work. Not all rebuilders operate the exact same method, even when their signs look comparable. The distinction appears in three places: procedure control, screening, 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 builders ought to be able to reveal 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 method for setting pinion depth and provider bearing preload, not just a feel for it. Driveline stores ought to catch and report tube runout and yoke straightness before they begin welding.

Testing is not a high-end. For guiding gears, a good shop pins the input, measures help pressure, and verifies relief settings. For drivelines, a spin at the balancer with documented results is mandatory. When a store says they will throw it on the truck and see how it feels, you are funding their guess.



Inventory matters because you can not rebuild with air. I favor stores that stock typical surface areas, seals, and crosses from known makers, not just boxes with part numbers. A counter with visible u-joint and center bearing

alternatives, along with yoke straps or U bolt kits matched to actual yoke series, shortens the guesswork and the lead time.

Here is a brief checklist that covers the items worth asking before you dedicate a job to a specialist:

- Do you provide measurement paperwork with the rebuilt system, consisting of balance or test results?
- What brands of vital wear parts do you stock and set up by default?
- Can you meet 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 essential specs for my unit?
- What warranty do you use, and what is left out due to setup conditions like contamination or misalignment?

Five questions can expose how a store believes. If the responses are vague, 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 clamping force that keeps the leaves from stressing themselves into shims. A surprising variety of trip issues, axle wrap complaints, and cracked spring seats trace back to the incorrect U bolt shape, product, or torque.

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



Material grade is not cosmetic. Many durable applications need to perform at least a Grade 8 equivalent, and the better shops will use qualified rod with heat treatment records. Thread pitch must match the nut design and washer style. I have seen coarse-thread fine, but mixing a high nut created for great thread onto a coarse rod cuts holding power and causes nut creep. The right high nut supplies a thread height that withstands loosening up and spreads out the securing load. Avoid recycling distorted thread lock nuts more than once, their grip degrades, and a heavy truck does not forgive.

Coating selection depends on environment. In the rust belt, hot dip galvanizing earns its keep. Zinc plating looks tidy however can thin to crumbs in a couple winters. Exclusive dry movie coatings like Geomet have a good performance history where chemical baths prevail. Whatever the surface, ask your provider for the torque spec for that surface and lubricant 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 simple if you slow down. Step 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 thickness, spring pack height, block if used, and enough run-on for complete nut engagement plus a few threads revealing. Securing force requires a smooth under washer surface. A spring plate that looks like a washboard will chew torque into friction instead of preload. A quick pass with a flap wheel to eliminate scale, then a little paint, pays back.

One more overlooked information: the bend radius. A too-tight bend develops stress risers in the rod and shortens life. Respectable fabricators utilize dies with a radius matched to the rod diameter. If the bend looks sharp, or the within the bend shows micro fractures, send it back.

What a great driveline shop feels and look like

You find out a lot in the first 5 minutes standing at a driveline counter. If the store has two balancers, a lathe long enough to handle your tube, and racks of raw tube in numerous diameters and wall thickness, they are set up to construct, not simply repair. Components for typical series yokes, angle finders with magnets, and a rack filled with center bearings sorted by series and bore size show they anticipate to solve your problem the first time.

Pay attention to how they discuss angles. The best shops request for transmission output and pinion angles with the truck at ride height, not guesses. They may lend you an inclinometer or send out a tech out to determine if the frame is on stands. They inquire about your typical load because an empty dump performs at a various angle than a totally 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 got rid of u-joints and seals, then reveal you heat marks, brinelling, or stressing on the cross, teach you something about the failure. The crew that tosses parts in a bin and shrugs when you ask what went wrong is not the team that will assist you prevent a repeat.

Matching Truck Parts to the issue, not the brand

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

Where the repercussion of failure is high, stay with proven parts and keep documents. U-joints, carrier 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 great. A hub 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 lorry. If you have actually seen a used kingpin and a starving hub 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 actually had boxes that seemed legitimate up 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 fine. Purchase from suppliers with factory accounts and released traceability.

When remanufactured makes good sense, and when it does not

Remanufactured parts have actually lifted fleets for years. A reman transmission or differential with a nationwide service warranty, evaluated on a stand and prepared to set up, saves time and often cash compared to a tear-down in a little store. The trick is matching the reman program to your risk tolerance.

If you run common designs with fast exchange accessibility, reman is hard to beat. You get known-good assemblies and a predictable core process. If your truck has an oddball ratio, PTO arrangements, or a custom yoke, make sure the reman unit can be configured to match. Otherwise, the shortcut becomes a retrofitting delay. For older or heavily customized systems, a local rebuild with your case and your devices might be the much better line. You can check the parts at each action and keep your special functions intact.

With drivelines, exchange can work for standard lengths on common models, but many work is custom to wheelbase and ride height. An excellent store will keep a library of common measurements and season it with

real on-truck checks. [truck parts](#) 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 very first axle wrap event. Measure twice, build once.

Installation is half the battle

Even the best parts stop working if installed thoughtlessly. Cleanliness is a spec. When pressing u-joints, a little grit in the cup will gall the trunnion, create heat, and loosen the cap. Correct orientation of grease fittings matters for service later. Yoke straps need to be torqued equally, and their bolts not recycled forever. Pinion yokes scar when over-torqued or re-torqued dry. Those scars then consume the next seal. A small dab of approved sealant at the splines, correct torque, and a refined yoke running surface prevent the return visit.

Custom U Bolts ought to be set up on clean, flat plates with hardened washers under the nuts, then torqued in a cross pattern to the defined worth. 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 are worthy of a second look after suspension work. If you change ride height by any technique, check the transmission and pinion angles once again. Adjustable shims exist for a factor. That 1 or 2 degree correction can be the distinction between a drivetrain that hums and one that chews center bearings.

Money, time, and proof

Good stores cost more than pop-up operations. The billing informs you what you paid. The paper trail informs you what you bought. Request for balance sheets, torque records, pressure tests, and parts lists connected to lot numbers when available. It is not bureaucracy, it is future leverage. If a component stops working inside warranty, you desire evidence of proper work. If it runs past a million miles, you want to repeat the recipe.

Turnaround time is often the choosing element. A store that can turn a driveline over night since they equip common tube and yokes conserves a day of income. A specialist who can make 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 most affordable cost.

Using symptoms to pick the next step

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

- Vibration under load that fades when cruising typically indicates driveline angles or u-joints.
- A cyclical hum that appears at a particular roadway speed no matter equipment 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 problems, not simply bad seals.
- A truck that sits low on one corner yet lines up true might have a cracked leaf under the center bolt, not a frame issue.

Use those signals to decide whether to head to a driveline store, a suspension expert, or a tire bay. The right first stop conserves 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, specifically 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, change the upkeep interval and the part finish. For instance, stainless shields on spring plates extend life in destructive work, and sealed or hybrid u-joints can be warranted even if the old-timers prefer greaseable variations. The trade-off is assessment by feel versus reliance on seal stability. Neither is best, 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 additional angles and joints that require collaborated setup. I have battled a harmonic at 58 miles per hour that vanished just after synchronizing working angles across three 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 pick the ideal Truck Parts and the right rebuild experts, the evidence is peaceful and cumulative. The truck runs out a full day without a squeak or an odor. The chauffeur stops noticing the drivetrain since it vanishes behind the task. U-bolts do not require a wrench each week. Center bearings stop filling the rack behind the seat. Your parts space brings less emergency spares due to the fact that 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 impact till they felt right. We cut new Custom U Bolts with coated rod, cleaned up and painted the plates flat, torqued with an adjusted wrench, then re-torqued after the very first crammed run. We likewise corrected pinion angles by 2 degrees utilizing wedges. Failures stopped. The fix cost less than a single tow. The lesson was not exotic, it was attention married to the best parts.

Bringing everything together

The best choices in sturdy maintenance live where measurement fulfills experience. Drivelines reward builders who believe in thousandths and degrees, not just inches. Custom U Bolts benefit mechanics who clean and

torque, not just tighten. Rebuild professionals earn their keep by documenting what they did and why it will hold.

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

Anderson Brothers Truck & Equipment is located in Eugene, Oregon

Anderson Brothers Truck & Equipment was founded in 1949

Anderson Brothers Truck & Equipment serves commercial truck owners

Anderson Brothers Truck & Equipment serves fleet operators

Anderson Brothers Truck & Equipment provides heavy-duty truck parts

Anderson Brothers Truck & Equipment provides truck equipment repair services

Anderson Brothers Truck & Equipment specializes in driveline fabrication

Anderson Brothers Truck & Equipment performs driveline repair

Anderson Brothers Truck & Equipment offers custom U-bolt bending

Anderson Brothers Truck & Equipment manufactures custom U-bolts

Anderson Brothers Truck & Equipment sells new truck parts

Anderson Brothers Truck & Equipment sells used truck parts

Anderson Brothers Truck & Equipment maintains heavy-duty trucks

Anderson Brothers Truck & Equipment repairs truck transmissions

Anderson Brothers Truck & Equipment repairs truck differentials

Anderson Brothers Truck & Equipment supports the trucking industry

Anderson Brothers Truck & Equipment operates in Lane County, Oregon

Anderson Brothers Truck & Equipment provides parts delivery services

Anderson Brothers Truck & Equipment supplies components for heavy equipment

Anderson Brothers Truck & Equipment serves customers in Eugene and Springfield, Oregon

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

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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/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](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:5416888686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

While exploring the exhibits at the [Lane County History Museum](#), many drivers know they can find nearby support for Drivelines repair, Custom U Bolts manufacturing, and quality Truck Parts.

