

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 small. A local hauler who misses out on a delivery window eats not only the late charge however also the chauffeur's hours, the customer's confidence, and frequently a 2nd journey

to make things right. That is why choosing Truck Parts and the specialists who install or rebuild them is not a procurement task. It is risk management. It is safety. It is whether your rig gets back 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 biggest parts room, they are the ones that match the ideal component to the right job, then pair that option with a store that can execute under pressure. From Custom U Bolts to finish drivelines, the selection procedure follows a couple of long lasting rules, with space for judgment where it counts.

Start with responsibility 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, however their failure modes and part options differ.

Be particular about your normal load weight, grade frequency, stop count per hour, and environment. In destructive regions, I have enjoyed bright zinc hardware turn milky in months while hot dip galvanizing held up for several years. On the other end, a mountain path with 6 percent grades will cook minimal u-joints long before the calendar states they are due. If you are adding lift blocks for tire clearance on a service truck, the axle tube size and spring stack height change enough to need Custom U Bolts, not reuse of the last set you found on the shelf.

Capturing duty cycle information 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 likewise tells a rebuild expert what to check beyond the obvious.

Drivelines should have more than guesswork

An effectively developed and balanced driveline runs quiet, cool, and boring. That is what you desire. When it is off, the truck tells you through shudder on departure, a hum in the floor at a particular road speed, or a pinion seal that stops working two times in a season. A number of those symptoms point to angles, phasing, and balance rather than a single bad u-joint.

A fast story from a municipal plow truck that came into the shop mid-season: the team had replaced rear u-joints twice in 6 weeks. The cardan caps were blue with heat. The offender was a bent driveshaft that had actually been straightened poorly, then not rebalanced, paired with a rear axle shim that pressed the pinion angle out by three degrees. When we set up a properly constructed shaft and set working angles within a degree, the truck finished the winter season without touching the driveline again.

When you choose a buy driveline work, you are working with more than a welder. You want a team that can measure, machine, and confirm. Ask about their balancing capability, not just whether they balance, but the speed and weight resolution their balancer can attain and whether they can document it. A shop that can print pre and post balance values, with staying imbalance numbers per airplane, treats the procedure like a requirements, not an art form.

Diameter and length figure out important speed, which identifies whether a given 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 annoyingly close to its critical speed. A great home builder will suggest 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, but it often moves your operating point farther from trouble.

Phasing matters. Yokes that are out of stage by a couple of degrees can produce a second-order vibration that makes the truck seem like it has a weakened round. Lots of field-fabricated shafts wind up a spline off simply due to the fact that a paint mark was missed. The right store utilizes indexed yokes or components to lock phasing throughout assembly.

Not every part requires to be OEM, but crucial ones often need to 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 affordable u-joint for mixers or oilfield support trucks. The cost of a roadside failure overshadows the price delta between a bargain and a proven part. On highway tractors with gentler responsibility cycles, trusted aftermarket elements can make good sense. The dividing line is not brand name loyalty, it is documented performance and consistent metallurgy.

Selecting the ideal rebuild specialist

When you turn over a driveshaft, axle, steering equipment, or transmission, you are trading time and trust. You desire quick, however not at the expenditure of repeat work. Not all rebuilders run the exact same method, even when their signs look similar. 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 spec, you risk a system that works fine on the stand and fails under load. Transmission contractors must be able to show you selective shims, stack height measurements, and a test log of line pressure and shift timing on their dyno. Axle rebuilders need to have a repeatable technique for setting pinion depth and provider bearing preload, not just a feel for it. Driveline stores must catch and report tube runout and yoke straightness before they begin welding.

Testing is not a luxury. For guiding gears, a great store pins the input, procedures help pressure, and verifies relief settings. For drivelines, a spin at the balancer with recorded results is obligatory. When a shop states they will toss it on the truck and see how it feels, you are funding their guess.

Inventory matters since 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 visible u-joint and center bearing choices, along with yoke straps or U bolt kits matched to real yoke series, shortens the uncertainty and the lead time.

Here is a brief list 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 critical wear components do you stock and set up by default?
- Can you meet my turnaround time without utilizing used or doubtful parts to make the date?
- How do you set and validate working angles, preload, or other essential specifications for my unit?
- What service warranty do you offer, and what is omitted due to installation conditions like contamination or misalignment?

Five concerns can reveal how a store thinks. If the answers are vague, take the hint.

The quiet importance 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 stressing themselves into shims. An unexpected number of trip concerns, axle wrap complaints, and cracked spring seats trace back to the incorrect U bolt shape, material, or torque.



Off the shelf sets work for factory setups, but any modification in spring stack height, block density, or axle tube diameter is a cue for Custom U Bolts. Raise blocks frequently require 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. Most durable applications must perform at least a Grade 8 equivalent, and the better stores will utilize licensed rod with heat treatment records. Thread pitch should match the nut style and washer design. I have actually seen coarse-thread fine, however blending a high nut created for great thread onto a coarse rod cuts holding power and results in nut creep. The proper high nut supplies a thread height that withstands loosening up and spreads the securing load. Avoid reusing distorted thread lock nuts more than as soon as, their grip degrades, and a heavy truck does not forgive.

Coating choice 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 winters. Exclusive dry movie coverings like Geomet have a good

performance history where chemical baths prevail. Whatever the finish, ask your supplier for the torque spec for that surface and lube 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 basic 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. Strategy thread length to permit plate thickness, spring pack height, block if used, and enough run-on for complete nut engagement plus a few threads revealing. Clamping force requires a smooth under washer surface area. A spring plate that appears like a washboard will chew torque into friction rather of preload. A quick pass with a flap wheel to remove scale, then a bit of paint, pays back.

One more overlooked detail: the bend radius. A too-tight bend creates stress risers in the rod and reduces life. Respectable fabricators utilize passes away with a radius matched to the rod size. If the bend looks sharp, or the within the bend reveals micro cracks, send it back.

What an excellent driveline store feels and look like

You learn 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 diameters and wall density, they are established to construct, not simply 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 solve your problem the first time.

Pay attention to how they speak about angles. The best stores ask 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 measure if the frame is on stands. They ask about your typical load because an empty dump runs at a different angle than a fully packed 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 manage cores and old parts. Shops that tag and bag removed 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 went wrong is not the crew that will assist you avoid a repeat.

Matching Truck Parts to the problem, not the brand

Brand loyalties run deep, and they exist for reasons. That stated, a wise buyer updates their psychological list as the market shifts. Some OEMs contract out elements to the same Tier 1 makers who sell in the aftermarket. In other cases, the aftermarket version loses a heat reward action or a coating to save expense. The spec sheet seldom shouts that out.

Where the consequence of failure is high, stay with proven parts and keep documents. U-joints, provider bearings, spring pins, tie rod ends, drag links, and brakes fall in that pail. For less critical areas, like cosmetic brackets or non-structural fasteners, respectable aftermarket is fine. A center and bearing set on a guide axle, nevertheless, is the wrong place to practice economy. The steer set brings not just the load but likewise the directional stability of the vehicle. If you have actually seen a worn kingpin and a hungry center shred a tire in a week, you appreciate the bearings you can not see.

Beware of fake parts. Product packaging that looks a little off, misspelled brand, and bearings with laser marks that rub off under solvent are red flags. I have had boxes that appeared 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 okay. Purchase 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, evaluated on a stand and ready to install, conserves time and frequently cash compared to a tear-down in a little store. The technique is matching the reman program to your risk tolerance.

If you run common models with fast exchange schedule, reman is difficult 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 sure the reman system can be set up to match. Otherwise, the shortcut ends up being a retrofitting hold-up. For very old or heavily customized systems, a local rebuild with your case and your accessories may be the better line. You can examine the parts at each step and keep your distinct functions intact.

With drivelines, exchange can work for basic lengths on typical models, but many work is custom to wheelbase and ride height. A great shop will keep a library of common measurements and season it with real 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 occasion. Measure two times, construct once.

Installation is half the battle

Even the best parts stop working if set up thoughtlessly. Tidiness is a spec. When pushing u-joints, a little bit of grit in the cup will gall the trunnion, produce heat, and loosen the cap. Correct orientation of grease fittings matters for service later on. Yoke straps should be torqued uniformly, and their bolts not reused indefinitely. Pinion yokes scar when over-torqued [drivelines](#) or re-torqued dry. Those scars then consume the next seal. A small dab of approved sealant at the splines, right torque, and a polished yoke running surface prevent the return visit.

Custom U Bolts must be set up on tidy, flat plates with solidified washers under the nuts, then torqued in a cross pattern to the specified worth. After the first loaded run, re-torque at the service bay door. Springs settle, paint crushes, and the clamp load unwinds. A five-minute check prevents a five-figure event.

Working angles deserve a review after suspension work. If you change ride height by any approach, check the transmission and pinion angles again. Adjustable shims exist for a reason. That 1 or 2 degree correction can be the difference in between a drivetrain that hums and one that chews center bearings.

Money, time, and proof

Good stores cost more than pop-up operations. The billing informs you what you paid. The paper trail tells you what you purchased. Request for balance sheets, torque records, pressure tests, and parts lists connected to lot numbers when available. It is not administration, it is future take advantage of. If a part fails inside warranty, you desire proof of correct work. If it runs past a million miles, you want to duplicate the recipe.

Turnaround time is often the deciding element. A store that can turn a driveline overnight because they stock common tube and yokes saves a day of earnings. A professional who can device a custom center pin or spring pin internal keeps the truck off jack stands. The most affordable rate 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 assist. A basic field checklist can direct your next call.

- Vibration under load that fades when coasting often points to driveline angles or u-joints.
- A cyclical hum that appears at a particular road speed no matter equipment prefers a balance or tire issue.
- Clunks on start and stop without vibration under cruise can originate from loose U bolts or worn slip splines.
- Repeated seal failures on a differential suggest pinion angle or yoke surface area 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 choose whether to head to a driveline shop, a suspension specialist, or a tire bay. The best very 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 transmissions. Off-road haulers load mud into u-joint cups, wicking water past the seals. Snowplows run in salt fog all winter, which asks for sealed crosses and aggressive washing. In each case, change the upkeep period and the part finish. For example, stainless shields on spring plates extend life in corrosive 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 dependence on seal stability. Neither is perfect, so match the option to service discipline. If the truck seldom sees a grease weapon, sealed makes sense.

Long wheelbase trucks with drop axles present additional angles and joints that need coordinated setup. I have actually combated a harmonic at 58 miles per hour that vanished just after synchronizing working angles throughout 3 sections and moving a carrier bracket up a quarter inch. The spec sheet got us close. Measuring on the truck got us home.

What success looks like

When you select the best Truck Parts and the right rebuild specialists, the proof is quiet and cumulative. The truck runs out a complete day without a squeak or a smell. The chauffeur stops discovering the drivetrain due to the fact that it disappears behind the job. U-bolts do not need a wrench every week. Center bearings stop filling the shelf behind the seat. Your parts room carries less emergency spares because you are not using them as bandages.

A little aggregate hauler I dealt with kept burning through rear u-joints on 2 tandems. Their practice was to reuse spring plates, disregard 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 a calibrated wrench, then re-torqued after the first crammed run. We also remedied pinion angles by 2 degrees utilizing wedges. Failures stopped. The fix cost less than a single tow. The lesson was not unique, it was attention wed to the ideal parts.

Bringing all of it together

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

Buyers succeed to begin with responsibility cycle, then match parts for torque, angle, and environment. Shops that show their process, stock genuine parts, and answer direct questions with specifics deserve the relationship. Keep your lists short, your records long, and your standards steady. The truck will let you understand 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](#)

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