

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 out on a delivery window eats not just the late charge but likewise the driver's hours, the consumer's self-confidence, and often a 2nd journey to

make things right. That is why picking Truck Parts and the experts who set up or rebuild them is not a procurement chore. It is threat management. It is safety. 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 right element to the best job, then set that choice with a shop that can carry out under pressure. From Custom U Bolts to complete drivelines, the choice process follows a couple of long lasting 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 belly 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 typical load weight, grade frequency, stop count per hour, and environment. In corrosive areas, I have watched bright zinc hardware turn milky in months while hot dip galvanizing held up for many years. On the other end, a mountain route with 6 percent grades will prepare marginal 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 recycle of the last set you found on the shelf.

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

Drivelines deserve more than guesswork

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

A quick story from a community rake truck that entered into the store mid-season: the crew had actually replaced rear u-joints twice in six weeks. The cardan caps were blue with heat. The offender was a bent driveshaft that had been corrected poorly, then not rebalanced, paired with a rear axle shim that pressed the pinion angle out by 3 degrees. Once we set up a correctly constructed shaft and set working angles within a degree, the truck ended up the winter without touching the driveline again.

When you choose a buy driveline work, you are employing more than a welder. You want a group that can determine, maker, and verify. Inquire about their balancing capability, not just whether they balance, however the speed and weight resolution their balancer can attain and whether they can document it. A store that can print pre and post balance values, with staying imbalance numbers per airplane, deals with the process like a specification, not an art form.

Diameter and length figure out crucial speed, which figures out whether a provided tube size is practical at your cruise RPM. A long single-piece shaft on a medium-duty chassis that sees 70 mph may run annoyingly close to its important speed. A good builder will advise a two-piece shaft with a provider bearing, then set working angles that cancel vibration through both areas. There are compromises. A carrier includes hardware and another bearing to service, however it frequently moves your operating point farther from trouble.

Phasing matters. Yokes that run out phase by a few degrees can produce a second-order vibration that makes the truck feel like it has a tire out of round. Numerous field-fabricated shafts wind up a spline off just due to the fact that a paint mark was missed. The right shop utilizes 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 superior 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 expense of a roadside failure dwarfs the cost delta in between a deal and a proven part. On highway tractors with gentler responsibility cycles, reliable aftermarket components can make sense. The dividing line is not brand name commitment, it is recorded efficiency and consistent metallurgy.

Selecting the ideal rebuild specialist

When you turn over a driveshaft, axle, guiding equipment, or transmission, you are trading time and trust. You want fast, but not at the cost of repeat work. Not all rebuilders run the exact same way, even when their signs look similar. The difference shows up in three places: process control, testing, and parts inventory.

If a shop can not or will not determine bores, runout, endplay, and bearing preload to spec, you run the risk of an unit that works fine on the stand and stops working under load. Transmission contractors should have the ability to reveal you selective shims, stack height measurements, and a test log of line pressure and shift timing on their dyno. Axle rebuilders must have a repeatable approach for setting pinion depth and carrier bearing preload, not simply a feel for it. Driveline shops ought to record and report tube runout and yoke straightness before they begin welding.

Testing is not a luxury. For steering equipments, a great store pins the input, procedures help pressure, and confirms relief settings. For drivelines, a spin at the balancer with recorded results is necessary. When a store states they will throw it on the truck and see how it feels, you are financing their guess.

Inventory matters since you can not rebuild with air. I prefer stores that stock typical surface areas, seals, and crosses from understood makers, not just boxes with part numbers. A counter with visible u-joint and center bearing options, together with yoke straps or U bolt packages matched to real yoke series, reduces the uncertainty and the lead time.

Here is a short list that covers the products worth asking before you commit a task to a specialist:

- Do you offer measurement documents with the rebuilt unit, consisting of balance or test results?
- What brand names of vital wear parts do you stock and set up by default?
- Can you satisfy my turnaround time without utilizing used or doubtful parts to make the date?
- How do you set and verify working angles, preload, or other key specs for my unit?
- What guarantee do you offer, and what is omitted due to setup conditions like contamination or misalignment?

Five questions can reveal how a store thinks. If the answers 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 preserve spring pack clamping force that keeps the leaves from stressing themselves into shims. A surprising number of trip problems, axle wrap problems, and broke spring seats trace back to the wrong U bolt shape, material, or torque.

Off the shelf sets work for factory setups, but any modification in spring stack height, block thickness, 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 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 must run at least a Grade 8 equivalent, and the much better stores will utilize certified rod with heat treatment records. Thread pitch need to match the nut design and washer style. I have actually seen coarse-thread fine, but blending a high nut developed for great thread onto a coarse rod cuts holding power and leads to nut creep. The appropriate high nut supplies a thread height that withstands loosening up and spreads the clamping load. Avoid recycling distorted thread lock nuts more than as soon as, their grip deteriorates, and a heavy truck does not forgive.

Coating choice 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. Proprietary dry movie finishings like Geomet have a good track record where chemical baths prevail. Whatever the surface, ask your supplier for the torque spec for that surface and lubricant condition. A dry torque on zinc does not match the exact 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. 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 density, spring pack height, block if used, and enough run-on for complete nut engagement plus a couple of threads revealing. Clamping force requires a smooth under washer surface. A spring plate that looks like a washboard will chew torque into friction rather 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 produces stress risers in the rod and shortens life. Trustworthy fabricators utilize passes away with a radius matched to the rod diameter. If the bend looks sharp, or the within the bend reveals micro cracks, send it back.

What a great driveline shop looks like

You learn a lot in the first 5 minutes standing at a driveline counter. If the shop has two balancers, a lathe long enough to manage your tube, and racks of raw tube in numerous sizes and wall density, they are established to develop, not simply repair. Components 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 fix your problem the first time.

Pay attention to how they discuss angles. The very best stores ask for transmission output and pinion angles with the truck at trip height, not guesses. They might provide you an inclinometer or send a tech out to measure if the frame is on stands. They inquire about your common load because an empty dump performs at a various angle than a fully loaded 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 got rid of u-joints and seals, then reveal you heat marks, brinelling, or fretting 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 prevent a repeat.

Matching Truck Parts to the problem, not the brand

Brand commitments run deep, and they exist for reasons. That said, a smart purchaser updates their mental list as the market shifts. Some OEMs contract out components to the exact same Tier 1 makers who sell in the

aftermarket. In other cases, the aftermarket variation loses a heat treat step or a finishing to conserve cost. The spec sheet seldom shouts that out.

Where the repercussion of failure is high, stick with tested parts and keep paperwork. U-joints, provider bearings, spring pins, tie rod ends, drag links, and brakes fall in that bucket. For less important areas, like cosmetic brackets or non-structural fasteners, trusted aftermarket is fine. A hub and bearing set on a steer axle, nevertheless, is the incorrect place to practice economy. The guide set carries not just the load however likewise the directional stability of the vehicle. If you have seen a worn kingpin and a hungry hub shred a tire in a week, you appreciate the bearings you can not see.



Beware of counterfeit parts. Packaging that looks a little off, misspelled trademark name, and bearings with laser marks that rub off under solvent are warnings. I have had boxes that seemed genuine 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 okay. Buy from distributors with factory accounts and released traceability.

When remanufactured makes good sense, and when it does not

Remanufactured components have lifted fleets for decades. A reman transmission or differential with a nationwide service warranty, tested on a stand and prepared to install, saves time and frequently cash compared to a tear-down in a little store. The trick is matching the reman program to your risk tolerance.

If you run typical models with fast exchange availability, reman is hard to beat. You get known-good assemblies and a foreseeable 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 faster way ends up being a retrofitting hold-up. For older or greatly modified units, a local rebuild with your case and your devices [drivelines andersonbrotherste.com](https://drivelinesandersonbrotherste.com) might be the much better line. You can check the parts at each action and keep your special features intact.

With drivelines, exchange can work for standard lengths on common models, however a lot of work is custom to wheelbase and ride height. An excellent store will keep a library of common measurements and season it with actual on-truck checks. I have actually 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. Measure two times, construct once.



Installation is half the battle

Even the best parts stop working if set up thoughtlessly. Tidiness is a specification. When pressing u-joints, a little bit of grit in the cup will gall the trunnion, create heat, and loosen the cap. Proper orientation of grease fittings matters for service later on. Yoke straps must be torqued uniformly, and their bolts not recycled indefinitely. Pinion yokes scar when over-torqued or re-torqued dry. Those scars then consume the next seal. A small dab of authorized sealant at the splines, proper torque, and a sleek yoke running surface avoid the return visit.

Custom U Bolts ought to be set up on tidy, flat plates with solidified washers under the nuts, then torqued in a cross pattern to the defined worth. 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 should have a second look after suspension work. If you alter ride height by any technique, 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 shops cost more than pop-up operations. The billing informs you what you paid. The proof tells you what you purchased. Ask for balance sheets, torque records, pressure tests, and parts lists connected to lot numbers when available. It is not administration, it is future leverage. If a component stops working inside service warranty, you desire proof of appropriate work. If it runs past a million miles, you wish to repeat the recipe.

Turnaround time is typically the deciding aspect. A store that can turn a driveline overnight due to the fact that they equip common tube and yokes conserves a day of income. An expert who can make a custom center pin or spring pin in-house keeps the truck off jack stands. The most affordable price on a part that ships next week is not the most affordable cost.

Using signs to choose the next step

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



- Vibration under load that fades when cruising often indicates driveline angles or u-joints.
- A cyclical hum that appears at a particular road speed despite gear favors 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 recommend pinion angle or yoke surface area issues, not simply bad seals.
- A truck that sits short on one corner yet aligns real may leaf under the center bolt, not a frame issue.

Use those signals to decide whether to head to a driveline shop, a suspension professional, or a tire bay. The ideal first stop saves a lap around the block.

Edge cases and judgment calls

Field service trucks that idle for hours with PTOs engaged produce heat patterns different from highway tractors, specifically in gearboxes. Off-road haulers pack mud into u-joint cups, wicking water past the seals. Snowplows run in salt fog all winter season, which begs for sealed crosses and aggressive washing. In each case, adjust the maintenance period and the part surface. For example, stainless guards on spring plates extend life in corrosive work, and sealed or hybrid u-joints can be justified even if the experts prefer greaseable versions. The trade-off is examination by feel versus reliance on seal integrity. Neither is perfect, 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 additional angles and joints that require coordinated setup. I have actually battled a harmonic at 58 mph that vanished just after integrating working angles across three sections and moving a provider bracket up a quarter inch. The spec sheet got us close. Measuring on the truck got us home.

What success looks like

When you pick the ideal Truck Parts and the ideal rebuild professionals, the proof is peaceful and cumulative. The truck runs out a full day without a squeak or a smell. The driver stops noticing the drivetrain because it vanishes 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 due to the fact that you are not utilizing 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, neglect rust scale under the plates, and hit U bolts with an impact until they felt right. We cut new Custom U Bolts with layered rod, cleaned up and painted the plates flat, torqued with a calibrated wrench, then re-torqued after the first packed run. We likewise remedied pinion angles by 2 degrees using wedges. Failures stopped. The repair expense less than a single tow. The lesson was not unique, it was attention wed to the best parts.

Bringing everything together

The best choices in sturdy upkeep live where measurement meets experience. Drivelines reward home builders who think in thousandths and degrees, not just inches. Custom U Bolts reward mechanics who clean up and torque, not just tighten up. Rebuild professionals earn their keep by documenting what they did and why it will hold.

Buyers succeed to begin with task cycle, then match components for torque, angle, and environment. Shops that show their procedure, stock genuine parts, and address direct concerns 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 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/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](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.