

Business Name: Anderson Brothers Truck & Equipment

Address: 2640 State Hwy 99 N #1, Eugene, OR 97402

Phone: (541) 688-8686

Anderson Brothers Truck & Equipment

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

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

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

[View on Google Maps](#)

2640 State Hwy 99 N #1, Eugene, OR 97402

Business Hours

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

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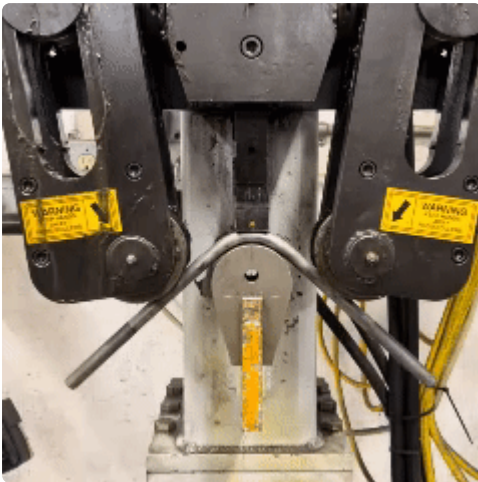
Downtime has a number, and it is seldom little. A local hauler who misses a delivery window consumes not only the late fee however also the motorist's hours, the consumer's confidence, and frequently a 2nd trip to make

things right. That is why choosing Truck Parts and the experts who set up or rebuild them is [custom U bolts Anderson Brothers Truck & Equipment](#) not a procurement chore. It is danger management. It is safety. It is whether your rig gets back under its own power.

I have actually spent enough hours under trucks and at the counter to see the patterns. The fleets that keep rolling are not the ones with the biggest parts space, they are the ones that match the right part to the right job, then set that choice with a shop that can execute under pressure. From Custom U Bolts to complete drivelines, the selection process follows a few long lasting rules, with space for judgment where it counts.

Start with duty cycle, not the catalog

Two trucks can share a VIN prefix yet live completely different lives. One pulls a stomach 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 normal load weight, grade frequency, stop count per hour, and environment. In corrosive regions, I have watched bright zinc hardware turn milky in months while hot dip galvanizing held up for years. On the other end, a mountain route with 6 percent grades will cook 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 need Custom U Bolts, not reuse of the last set you found on the shelf.

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

Drivelines deserve more than guesswork

An effectively constructed and balanced driveline runs peaceful, 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 roadway speed, or a pinion seal that stops working two times in a season. A lot of those symptoms indicate angles, phasing, and balance instead of a single bad u-joint.

A fast story from a municipal rake truck that entered into the shop mid-season: the team had changed rear u-joints twice in six weeks. The cardan caps were blue with heat. The perpetrator was a bent driveshaft that had actually been corrected improperly, then not rebalanced, paired with a rear axle shim that pushed the pinion angle out by three degrees. As soon as we set up a correctly constructed shaft and set working angles within a degree, the truck finished the winter without touching the driveline again.

When you choose a look for driveline work, you are working with more than a welder. You desire a group that can determine, make, and validate. Ask about their balancing ability, not simply whether they balance, but the speed and weight resolution their balancer can accomplish and whether they can record it. A store that can print pre and post balance worths, with staying imbalance numbers per airplane, deals with the process like a spec, not an art form.

Diameter and length identify critical speed, which figures out whether an offered tube size is feasible at your cruise RPM. A long single-piece shaft on a medium-duty chassis that sees 70 mph might run uncomfortably near its critical speed. A good contractor will advise a two-piece shaft with a carrier bearing, then set working angles that cancel vibration through both sections. There are trade-offs. A provider adds hardware and another bearing to service, but it typically moves your operating point further from trouble.

Phasing matters. Yokes that run out phase by a couple of degrees can produce a second-order vibration that makes the truck seem like it has a tire out of round. Numerous field-fabricated shafts wind up a spline off simply due to the fact that a paint mark was missed out on. The right shop utilizes indexed yokes or components to lock phasing during assembly.

Not every element requires to be OEM, however critical ones often must be Tier 1. I put superior crosses and slip yokes in builds that see constant torque spikes, like refuse work or snow combating. I do not chase after the most affordable u-joint for mixers or oilfield support trucks. The expense of a roadside failure dwarfs the rate delta between a deal and a proven part. On highway tractors with gentler task cycles, respectable aftermarket components can make good sense. The dividing line is not brand commitment, it is recorded performance and consistent metallurgy.

Selecting the ideal rebuild specialist

When you hand over a driveshaft, axle, steering equipment, or transmission, you are trading time and trust. You want quick, but not at the expense of repeat work. Not all rebuilders operate the same method, even when their signs look similar. The distinction shows up in three places: procedure control, screening, and parts inventory.

If a shop can not or will not measure bores, runout, endplay, and bearing preload to specification, you run the risk of a system that works fine on the stand and stops working under load. Transmission contractors must 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 must have a repeatable approach for setting pinion depth and provider bearing preload, not just a feel for it. Driveline stores must capture and report tube runout and yoke straightness before they start welding.

Testing is not a luxury. For steering gears, a good store pins the input, steps assist pressure, and confirms relief settings. For drivelines, a spin at the balancer with recorded outcomes is compulsory. When a shop states they will throw it on the truck and see how it feels, you are financing their guess.

Inventory matters due to the fact that you can not rebuild with air. I favor stores that stock common surfaces, seals, and crosses from understood makers, not just boxes with part numbers. A counter with visible u-joint and center bearing options, along with yoke straps or U bolt packages matched to actual yoke series, shortens the guesswork and the lead time.

Here is a short checklist that covers the products worth asking before you dedicate a task to an expert:

- Do you provide measurement paperwork with the rebuilt system, including balance or test results?
- What brand names of critical wear parts do you stock and set up by default?
- Can you meet my turn-around time without utilizing used or questionable parts to make the date?

- How do you set and verify working angles, preload, or other essential specifications for my unit?
- What warranty do you provide, and what is left out due to setup conditions like contamination or misalignment?

Five concerns can expose how a store thinks. If the responses 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 clamping force that keeps the leaves from fretting themselves into shims. An unexpected variety of trip concerns, axle wrap grievances, and split spring seats trace back to the wrong U bolt shape, product, or torque.

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

Material grade is not cosmetic. A lot of durable applications ought to run at least a Grade 8 comparable, and the much better stores will utilize qualified rod with heat treatment records. Thread pitch ought to match the nut design and washer design. I have actually seen coarse-thread fine, however blending a high nut designed for great thread onto a coarse rod cuts holding power and causes nut creep. The right tall nut provides a thread height that withstands loosening up and spreads the securing load. Prevent reusing distorted thread lock nuts more than when, their grip deteriorates, and a heavy truck does not forgive.

Coating choice depends on environment. In the rust belt, hot dip galvanizing earns its keep. Zinc plating looks tidy however can thin to crumbs in a couple winters. Proprietary dry film finishings like Geomet have a good track record where chemical baths prevail. Whatever the finish, ask your provider for the torque specification for that finish and lube 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 easy if you decrease. Procedure 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 allow for 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 appears like a washboard will chew torque into friction rather of preload. A fast pass with a flap wheel to remove scale, then a bit of paint, pays back.

One more ignored detail: the bend radius. A too-tight bend produces tension risers in the rod and shortens life. Reliable fabricators use dies 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 shop looks and feels like

You find out a lot in the first five minutes standing at a driveline counter. If the shop has 2 balancers, a lathe enough time to manage your tube, and racks of raw tube in numerous sizes and wall thickness, they are established to develop, not just 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 resolve your issue the very first time.

Pay attention to how they speak about angles. The 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 out a tech out to determine

if the frame is on stands. They ask about your normal load since an empty dump runs 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 manage cores and old parts. Shops that tag and bag removed u-joints and seals, then show you heat marks, brinelling, or worrying 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 team that will help you avoid a repeat.

Matching Truck Parts to the issue, not the brand

Brand commitments run deep, and they exist for factors. That said, a smart purchaser updates their mental list as the market shifts. Some OEMs contract out elements to the very same Tier 1 makers who sell in the aftermarket. In other cases, the aftermarket variation loses a heat reward step or a finish to conserve expense. The spec sheet rarely shouts that out.

Where the consequence of failure is high, stay with tested parts and keep documentation. U-joints, provider bearings, spring pins, tie rod ends, drag links, and brakes fall in that bucket. For less vital areas, 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 carries not only the load but also the directional stability of the car. If you have seen a used kingpin and a hungry center shred a tire in a week, you appreciate the bearings you can not see.

Beware of counterfeit parts. Packaging that looks somewhat off, misspelled brand, and bearings with laser marks that rub off under solvent are red flags. I have actually had boxes that seemed legitimate up until the micrometer told me an expected 1710 cross was a whisper undersize. The cups slipped into the yoke ears with finger pressure. That is not fine. Buy from distributors with factory accounts and published traceability.

When remanufactured makes sense, and when it does not

Remanufactured elements have actually lifted fleets for years. A reman transmission or differential with an across the country service warranty, checked on a stand and prepared to set up, saves time and often money compared to a tear-down in a little shop. The technique is matching the reman program to your threat tolerance.

If you run common models with fast exchange availability, reman is hard to beat. You get known-good assemblies and a predictable core procedure. If your truck has an oddball ratio, PTO provisions, or a custom yoke, make certain the reman system can be set up to match. Otherwise, the shortcut ends up being a retrofitting hold-up. For older or heavily customized systems, a local rebuild with your case and your devices may be the better line. You can inspect the parts at each action and keep your special functions intact.

With drivelines, exchange can work for standard lengths on typical models, but most work is custom to wheelbase and trip height. An excellent store 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 very first axle wrap occasion. Measure twice, develop once.

Installation is half the battle

Even the best parts fail if installed thoughtlessly. Cleanliness is a specification. When pressing u-joints, a bit of grit in the cup will gall the trunnion, generate heat, and loosen up the cap. Proper orientation of grease fittings matters for service later on. Yoke straps should be torqued equally, and their bolts not reused indefinitely. 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, appropriate torque, and a refined yoke running surface avoid the return visit.

Custom U Bolts need to be installed on clean, flat plates with hardened 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 avoids a five-figure event.

Working angles deserve a review after suspension work. If you change trip height by any approach, check the transmission and pinion angles once again. Adjustable shims exist for a factor. 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 invoice tells 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 offered. It is not administration, it is future take advantage of. If a part fails inside service warranty, you desire proof of correct work. If it runs past a million miles, you want to repeat the recipe.

Turnaround time is typically the deciding aspect. A shop that can turn a driveline over night because they stock typical tube and yokes conserves a day of profits. A professional who can machine a custom center pin or spring pin internal 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 pick the next step

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



- Vibration under load that fades when cruising typically 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 come from loose U bolts or worn slip splines.
- Repeated seal failures on a differential suggest pinion angle or yoke surface problems, not just bad seals.

- A truck that sits low on one corner yet aligns real might leaf under the center bolt, not a frame issue.

Use those signals to choose whether to head to a driveline store, a suspension specialist, or a tire bay. The ideal very first stop conserves 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, especially in transmissions. Off-road haulers pack 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 interval 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 variations. The trade-off is evaluation by feel versus dependence on seal stability. Neither is best, 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 require coordinated setup. I have actually combated a harmonic at 58 miles per hour that vanished only after integrating working angles across 3 areas 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 ideal Truck Parts and the ideal rebuild professionals, the evidence is quiet and cumulative. The truck goes out a full day without a squeak or a smell. The motorist stops discovering the drivetrain since it vanishes behind the job. U-bolts do not need a wrench every week. Center bearings stop filling the shelf behind the seat. Your parts space carries fewer emergency spares since you are not utilizing them as bandages.

A small aggregate hauler I dealt with kept burning through rear u-joints on two tandems. Their practice was to recycle spring plates, disregard rust scale under the plates, and hit U bolts with an effect until they felt right. We cut new Custom U Bolts with coated rod, cleaned and painted the plates flat, torqued with an adjusted wrench, then re-torqued after the very first packed run. We also fixed pinion angles by two degrees using wedges.

Failures stopped. The fix cost less than a single tow. The lesson was not exotic, it was attention married to the ideal parts.

Bringing everything together

The finest choices in heavy-duty upkeep live where measurement satisfies 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 do well to start with responsibility cycle, then match elements for torque, angle, and environment. Shops that show their procedure, stock genuine parts, and address direct questions with specifics are worth 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/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: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.