

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 a delivery window eats not just the late cost but likewise the driver's hours, the customer's self-confidence, and often a 2nd trip to make things right.

That is why picking Truck Parts and the experts who install or rebuild them is not a procurement chore. It is danger management. It is safety. It is whether your rig gets home under its own power.

I have spent enough hours under trucks and at the counter to see the patterns. The fleets that keep rolling are not the ones with the most significant parts room, they are the ones that match the best component to the right job, then set that option with a shop that can carry out under pressure. From Custom U Bolts to finish drivelines, the selection procedure 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 entirely 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 options differ.

Be particular about your normal load weight, grade frequency, stop count per hour, and environment. In corrosive regions, I have viewed bright zinc hardware turn chalky in months while hot dip galvanizing held up for many years. On the other end, a mountain route with 6 percent grades will cook marginal 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 diameter and spring stack height change enough to require Custom U Bolts, not recycle of the last set you found on the shelf.



Capturing task cycle data 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 also tells a rebuild professional what to examine beyond the obvious.

Drivelines deserve more than guesswork

An effectively built and well balanced driveline runs peaceful, cool, and boring. That is what you want. When it is off, the truck tells you through shudder on takeoff, a hum in the flooring at a particular 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 community rake truck that came into the shop mid-season: the crew had actually replaced rear u-joints twice in 6 weeks. The cardan caps were blue with heat. The offender was a bent driveshaft that had been aligned badly, then not rebalanced, paired with a rear axle shim that pressed the pinion angle out by 3 degrees. When we installed a correctly developed shaft and set working angles within a degree, the truck completed the winter season without touching the driveline again.

When you choose a shop for driveline work, you are working with more than a welder. You want a group that can measure, make, and confirm. Ask about their balancing ability, not just whether they balance, however the speed and weight resolution their balancer can achieve and whether they can document it. A store that can print pre and post balance values, with remaining imbalance numbers per plane, deals with the process like a specification, not an art form.

Diameter and length figure out crucial speed, which determines whether a provided tube size is viable 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 vital speed. An excellent home 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 includes hardware and another bearing to service, but it frequently moves your operating point farther from trouble.

Phasing matters. Yokes [custom U bolts Anderson Brothers Truck & Equipment](#) that run out phase by a few degrees can produce a second-order vibration that makes the truck seem like it has a weaken of round. Numerous field-fabricated shafts end up a spline off simply since a paint mark was missed out on. The right shop uses indexed yokes or fixtures to lock phasing during assembly.

Not every part requires to be OEM, but vital ones typically should be Tier 1. I put exceptional crosses and slip yokes in builds that see continuous torque spikes, like refuse work or snow battling. I do not chase the least expensive u-joint for mixers or oilfield assistance trucks. The cost of a roadside failure dwarfs the cost delta in between a bargain and a proven part. On highway tractors with gentler responsibility cycles, reliable aftermarket elements can make sense. The dividing line is not brand loyalty, it is recorded performance and constant metallurgy.

Selecting the right rebuild specialist

When you hand over a driveshaft, axle, guiding gear, or transmission, you are trading time and trust. You desire quick, however not at the expenditure of repeat work. Not all rebuilders run the same method, even when their signs look similar. The distinction shows up in 3 locations: process control, testing, and parts inventory.

If a shop can not or will not determine bores, runout, endplay, and bearing preload to specification, you risk an unit that works fine on the stand and fails under load. Transmission contractors must 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 ought to have a repeatable method for setting pinion depth and carrier bearing preload, not just a feel for it. Driveline shops must capture and report tube runout and yoke straightness before they begin welding.

Testing is not a high-end. For steering gears, a good store pins the input, measures help pressure, and confirms relief settings. For drivelines, a spin at the balancer with recorded outcomes is obligatory. When a store says 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 favor stores that stock typical surfaces, seals, and crosses from known makers, not simply boxes with part numbers. A counter with noticeable u-joint and center bearing choices, in addition to yoke straps or U bolt sets matched to actual yoke series, reduces the guesswork and the lead time.

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

- Do you supply measurement documents with the rebuilt unit, including balance or test results?
- What brands of critical wear elements do you stock and install by default?

- Can you fulfill my turnaround time without utilizing used or doubtful parts to make the date?
- How do you set and verify working angles, preload, or other crucial specs for my unit?
- What warranty do you provide, and what is left out due to setup conditions like contamination or misalignment?

Five questions can reveal how a shop believes. If the answers are unclear, take the hint.

The peaceful importance of Custom U Bolts

U bolts do not use a hero cape, yet they hold your axle where it belongs and keep spring pack clamping force that keeps the leaves from worrying themselves into shims. An unexpected number of trip problems, axle wrap grievances, and cracked spring seats trace back to the wrong U bolt shape, product, or torque.

Off the rack sets work for factory setups, but any change in spring stack height, block density, or axle tube size is a hint for Custom U Bolts. Raise blocks typically require 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. Most heavy-duty applications should run at least a Grade 8 comparable, and the much better shops will use qualified rod with heat treatment records. Thread pitch ought to match the nut design and washer design. I have seen coarse-thread fine, however mixing a high nut developed for fine thread onto a coarse rod cuts holding power and causes nut creep. The proper high nut provides a thread height that resists loosening up and spreads the clamping load. Prevent 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 however can thin to crumbs in a couple winter seasons. Exclusive dry movie coverings like Geomet have a good performance history where chemical baths are common. Whatever the finish, ask your provider for the torque specification for that finish and lubricant condition. A dry torque on zinc does not match the same torque on oiled or plated threads. That distinction can run 10 to 20 percent, enough to leave a spring pack loose or crush it.

Measurement is easy 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 full 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 quick pass with a flap wheel to get rid of scale, then a bit of paint, pays back.

One more overlooked information: the bend radius. A too-tight bend develops tension risers in the rod and shortens life. Credible producers use passes away with a radius matched to the rod size. If the bend looks sharp, or the inside of the bend shows micro fractures, send it back.

What a great driveline store looks and feels like

You find out a lot in the first five 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 several diameters 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 solve your issue the very first time.

Pay attention to how they discuss angles. The best shops ask for transmission output and pinion angles with the truck at trip height, not guesses. They may lend you an inclinometer or send a tech out to measure if the frame is on stands. They inquire about your normal load due to the fact that an empty dump performs at a various angle than a completely filled 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 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 crew that will help you prevent a repeat.

Matching Truck Parts to the issue, not the brand

Brand commitments run deep, and they exist for factors. That stated, a smart buyer updates their psychological list as the market shifts. Some OEMs outsource parts to the very same Tier 1 makers who sell in the aftermarket. In other cases, the aftermarket version loses a heat reward action or a coating to conserve cost. The spec sheet seldom screams that out.

Where the consequence of failure is high, stick with tested parts and keep documentation. U-joints, provider bearings, spring pins, tie rod ends, drag links, and brakes fall in that container. For less critical areas, like cosmetic brackets or non-structural fasteners, trustworthy aftermarket is great. A hub and bearing set on a steer axle, however, is the wrong location to practice economy. The guide set carries not just the load but also the directional stability of the automobile. If you have seen a used kingpin and a starving center shred a tire in a week, you respect the bearings you can not see.



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

When remanufactured makes sense, and when it does not

Remanufactured elements have actually raised fleets for years. A reman transmission or differential with a nationwide service warranty, tested on a stand and all set to set up, saves time and frequently cash compared to a tear-down in a little store. The technique is matching the reman program to your danger tolerance.

If you run typical designs with fast exchange accessibility, 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 certain the reman unit can be configured 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 might be the much better line. You can inspect the parts at each step and keep your unique functions intact.

With drivelines, exchange can work for basic lengths on typical models, however the majority of work is custom to wheelbase and ride height. An excellent store will keep a library of typical 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 first axle wrap event. Measure two times, build once.

Installation is half the battle

Even the best parts fail if set up thoughtlessly. Tidiness is a spec. When pushing u-joints, a little grit in the cup will gall the trunnion, produce heat, and loosen up the cap. Correct orientation of grease fittings matters for service later. Yoke straps must be torqued uniformly, and their bolts not reused forever. 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 polished yoke running surface avoid the return visit.

Custom U Bolts should be installed on tidy, flat plates with solidified washers under the nuts, then torqued in a cross pattern to the defined value. After the very first packed 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 review after suspension work. If you alter ride height by any technique, examine the transmission and pinion angles again. Adjustable shims exist for a factor. That 1 or 2 degree correction can be the difference between a drivetrain that hums and one that chews center bearings.

Money, time, and proof

Good stores cost more than pop-up operations. The billing tells you what you paid. The proof informs you what you bought. Request balance sheets, torque records, pressure tests, and parts lists connected to lot numbers when offered. It is not bureaucracy, it is future leverage. If an element stops working inside guarantee, you want proof of proper work. If it runs past a million miles, you want to duplicate the recipe.

Turnaround time is typically the choosing factor. A store that can turn a driveline overnight due to the fact that they stock common tube and yokes conserves a day of income. A specialist who can make a custom center pin or spring pin internal keeps the truck off jack stands. The most affordable cost on a part that ships next week is not the lowest cost.

Using signs to select the next step

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

- Vibration under load that fades when coasting typically points to driveline angles or u-joints.

- A cyclical hum that appears at a specific roadway speed regardless of equipment favors a balance or tire issue.
- Clunks on start and stop without vibration under cruise can originate from loose U bolts or used slip splines.
- Repeated seal failures on a differential recommend pinion angle or yoke surface area issues, not just bad seals.
- A truck that sits short on one corner yet lines up real might lean under the center bolt, not a frame issue.

Use those signals to choose whether to head to a driveline shop, a suspension professional, or a tire bay. The best 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 different from highway tractors, particularly in gearboxes. Off-road haulers load mud into u-joint cups, wicking water past the seals. Snowplows run in salt fog all winter season, which begs for sealed crosses and aggressive washing. In each case, change the maintenance period and the part surface. For example, stainless guards on spring plates extend life in destructive work, and sealed or hybrid u-joints can be warranted even if the old-timers prefer greaseable versions. The trade-off is examination by feel versus reliance on seal integrity. Neither is perfect, so match the option to service discipline. If the truck hardly ever sees a grease gun, sealed makes sense.

Long wheelbase trucks with drop axles introduce additional angles and joints that need coordinated setup. I have actually fought a harmonic at 58 miles per hour that disappeared just after synchronizing working angles throughout 3 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 choose the ideal Truck Parts and the ideal rebuild specialists, the evidence is peaceful and cumulative. The truck runs out a complete day without a squeak or an odor. The chauffeur stops discovering the drivetrain since it disappears behind the task. U-bolts do not need a wrench each week. Center bearings stop filling the rack behind the seat. Your parts space brings less emergency situation spares because you are not utilizing 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, neglect rust scale under the plates, and hit U bolts with an effect till they felt right. We cut new Custom U Bolts with layered rod, cleaned and painted the plates flat, torqued with an adjusted wrench, then re-torqued after the very first crammed run. We also fixed pinion angles by 2 degrees using wedges. Failures stopped. The repair expense less than a single tow. The lesson was not exotic, it was attention wed to the ideal parts.

Bringing it all together

The finest choices in sturdy upkeep live where measurement satisfies experience. Drivelines reward contractors who think in thousandths and degrees, not just inches. Custom U Bolts benefit mechanics who clean and torque, not just tighten up. Rebuild specialists make their keep by documenting what they did and why it will hold.

Buyers do well to start with duty cycle, then match elements for torque, angle, and environment. Shops that show their process, stock real parts, and answer direct questions with specifics deserve the relationship. Keep your lists

short, your records long, and your standards consistent. 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](#)

Visitors enjoying outdoor time at [Alton Baker Park](#) are only a short drive from expert Drivelines repair, Custom U Bolts services, and high-quality Truck Parts.