

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

Follow Us:

- Facebook: <https://www.facebook.com/andersonbrotherseugene>
- Instagram: <https://www.instagram.com/andersonbrotherste/>

 **Explore this content with AI:**

 [ChatGPT](#)  [Perplexity](#)  [Claude](#)  [Google AI Mode](#)  [Grok](#)

Downtime has a number, and it is hardly ever little. A regional hauler who misses out on a shipment window consumes not only the late cost but likewise the chauffeur's hours, the consumer's confidence, and frequently a

2nd journey to make things right. That is why selecting Truck Parts and the experts who install or rebuild them is not a procurement task. It is risk management. It is security. It is whether your rig comes home under its own power.

I have spent adequate hours under trucks and at the counter to see the patterns. The fleets that keep rolling are not the ones with the greatest parts space, they are the ones that match the ideal part to the right job, then set that option with a store that can perform under pressure. From Custom U Bolts to finish drivelines, the selection procedure follows a couple of resilient guidelines, with space for judgment where it counts.

Start with responsibility cycle, not the catalog

Two trucks can share a VIN prefix yet live entirely different 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 normal load weight, grade frequency, stop count per hour, and environment. In destructive areas, I have watched brilliant zinc hardware turn chalky in months while hot dip galvanizing held up for several years. On the other end, a mountain route with 6 percent grades will prepare limited u-joints long before the calendar states they are due. If you are including lift blocks for tire clearance on a service truck, the axle tube size and spring stack height change enough to require Custom U Bolts, not recycle of the last set you discovered on the shelf.

Capturing responsibility cycle data is not theory. It guides spline choice on a slip yoke, the needed torque rating on a center bearing, and the finish on your frame hardware. It also informs a rebuild professional what to inspect beyond the obvious.

Drivelines deserve more than guesswork

A properly built and balanced driveline runs quiet, cool, and boring. That is what you desire. When it is off, the truck tells you through shudder on takeoff, a hum in the floor at a specific roadway speed, or a pinion seal that stops working two times in a season. Much of those signs point to angles, phasing, and balance rather than a single bad u-joint.

A fast story from a local plow truck that entered into the shop mid-season: the crew had actually changed rear u-joints twice in 6 weeks. The cardan caps were blue with heat. The culprit was a bent driveshaft that had been straightened inadequately, 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 properly constructed shaft and set working angles within a degree, the truck ended up the winter without touching the driveline again.

When you pick a buy driveline work, you are working with more than a welder. You desire a team that can measure, make, and validate. Inquire about their balancing ability, not simply whether they balance, however the speed and weight resolution their balancer can achieve and whether they can record it. A store that can print pre and post balance worths, with staying imbalance numbers per aircraft, deals with the procedure like a spec, not an art form.

Diameter and length figure out important speed, which figures out 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 may run annoyingly close to its critical speed. An excellent builder will recommend a two-piece shaft with a provider bearing, then set working angles that cancel vibration through both areas. There are compromises. A provider includes hardware and another bearing to service, however it often moves your operating point further from trouble.

Phasing matters. Yokes that are out of phase by a few degrees can produce a second-order vibration that makes the truck seem like it has a weakened round. Many field-fabricated shafts end up a spline off just since a paint mark was missed out on. The right store utilizes indexed yokes or components to lock phasing throughout assembly.

Not every part needs to be OEM, however crucial ones often need to be Tier 1. I put premium crosses and slip yokes in builds that see continuous torque spikes, like refuse work or snow battling. I do not chase after the most inexpensive u-joint for mixers or oilfield assistance trucks. The cost of a roadside failure dwarfs the cost delta between a bargain and a tested part. On highway tractors with gentler task cycles, trusted aftermarket components can make sense. The dividing line is not brand commitment, it is documented efficiency and constant metallurgy.

Selecting the right rebuild specialist

When you hand over a driveshaft, axle, steering gear, or transmission, you are trading time and trust. You want quickly, however not at the cost of repeat work. Not all rebuilders run the exact same way, even when their indications look comparable. The difference shows up in 3 locations: process control, screening, and parts inventory.

If a store can not or will not determine bores, runout, endplay, and bearing preload to spec, you risk an unit that works fine on the stand and fails under load. Transmission home builders should 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 ought to have a repeatable method for setting pinion depth and carrier bearing preload, not simply a feel for it. Driveline stores must record and report tube runout and yoke straightness before they start welding.

Testing is not a luxury. For guiding equipments, a great shop pins the input, measures help pressure, and validates relief settings. For drivelines, a spin at the balancer with recorded results is mandatory. When a shop says they will toss it on the truck and see how it feels, you are funding their guess.

Inventory matters because you can not rebuild with air. I favor stores that stock typical surface areas, seals, and crosses from understood makers, not simply boxes with part numbers. A counter with noticeable u-joint and center bearing choices, along with yoke straps or U bolt packages matched to real yoke series, shortens the guesswork and the lead time.

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

- Do you supply measurement documents with the rebuilt system, including balance or test results?
- What brands of crucial wear elements do you stock and install by default?
- Can you satisfy my turnaround time without utilizing used or doubtful parts to make the date?
- How do you set and confirm working angles, preload, or other essential specs for my unit?
- What service warranty do you provide, and what is excluded due to setup conditions like contamination or misalignment?

Five questions can expose how a store believes. If the responses are unclear, take the hint.

The peaceful value of Custom U Bolts

U bolts do not use a hero cape, yet they hold your axle where it belongs and preserve spring pack clamping force that keeps the leaves from fretting themselves into shims. An unexpected number of ride issues, 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 setups, but any modification in spring stack height, block thickness, or axle tube size is a cue for Custom U Bolts. Lift blocks typically need longer legs and a various bend radius to clear. Some axles utilize a semi-round or semi-elliptical seat, and a generic square [drivelines andersonbrotherste.com](http://drivelines.andersonbrotherste.com) bend U bolt will point-load the seat and unwind under service.

Material grade is not cosmetic. The majority of heavy-duty applications ought to perform at least a Grade 8 equivalent, and the much better shops will utilize licensed rod with heat treatment records. Thread pitch ought to match the nut design and washer design. I have seen coarse-thread fine, but mixing a high nut designed for fine thread onto a coarse rod cuts holding power and results in nut creep. The proper high nut supplies a thread height that withstands loosening and spreads out the securing load. Prevent reusing distorted thread lock nuts more than when, their grip degrades, and a heavy truck does not forgive.

Coating selection depends on environment. In the rust belt, hot dip galvanizing earns its keep. Zinc plating looks tidy but can thin to crumbs in a couple winter seasons. Exclusive dry film finishings like Geomet have a great track record where chemical baths are common. Whatever the surface, ask your provider for the torque specification for that surface and lube condition. A dry torque on zinc does not match the very 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. Plan thread length to permit plate thickness, spring pack height, block if used, and enough run-on for full nut engagement plus a couple of threads showing. Clamping force requires a smooth under washer surface area. 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 neglected detail: the bend radius. A too-tight bend creates tension risers in the rod and shortens life. Trustworthy producers use passes away with a radius matched to the rod size. If the bend looks sharp, or the inside of the bend reveals micro cracks, send it back.

What a great driveline store feels and look like

You discover a lot in the very first 5 minutes standing at a driveline counter. If the shop has 2 balancers, a lathe long enough to manage your tube, and racks of raw tube in multiple diameters and wall thickness, they are set up 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 fix your problem the first time.



Pay attention to how they talk about angles. The best stores request 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 determine if the frame is on stands. They inquire about your common load because an empty dump runs at a various angle than a completely filled 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 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 assist you avoid 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 parts 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 coating to save expense. The spec sheet hardly ever screams that out.

Where the effect of failure is high, stay with tested parts and keep documentation. U-joints, carrier bearings, spring pins, tie rod ends, drag links, and brakes fall in that container. For less crucial areas, like cosmetic brackets or non-structural fasteners, trustworthy aftermarket is fine. A center and bearing set on a guide axle, however, is the wrong place to practice economy. The guide set carries not just the load but likewise the directional stability of the vehicle. If you have seen a used kingpin and a hungry center shred a tire in a week, you respect the bearings you can not see.

Beware of counterfeit parts. Product packaging that looks somewhat off, misspelled brand names, and bearings with laser marks that rub off under solvent are red flags. I have actually had boxes that appeared legitimate 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 alright. Buy from suppliers with factory accounts and released traceability.

When remanufactured makes sense, and when it does not

Remanufactured components have actually raised fleets for years. A reman transmission or differential with a nationwide service warranty, evaluated on a stand and ready to set up, conserves time and frequently money compared to a tear-down in a little shop. The trick is matching the reman program to your danger tolerance.

If you run typical designs with fast exchange availability, reman is tough 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 sure the reman unit can be set up to match. Otherwise, the shortcut ends up being a retrofitting hold-up. For older or heavily modified systems, a regional rebuild with your case and your devices may be the 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 designs, however the majority of work is custom to wheelbase and trip height. A good 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 first axle wrap event. Step two times, build once.

Installation is half the battle

Even the very best parts stop working if set up thoughtlessly. Tidiness is a specification. When pushing u-joints, a bit of grit in the cup will gall the trunnion, produce heat, and loosen the cap. Appropriate orientation of grease fittings matters for service later. Yoke straps need to be torqued evenly, and their bolts not recycled forever. Pinion yokes scar when over-torqued or re-torqued dry. Those scars then eat the next seal. A little dab of approved sealant at the splines, correct torque, and a polished yoke running surface prevent the return visit.

Custom U Bolts should be set up on clean, flat plates with hardened washers under the nuts, then torqued in a cross pattern to the defined worth. After the very first crammed run, re-torque at the service bay door. Springs

settle, paint crushes, and the clamp load relaxes. A five-minute check avoids a five-figure event.

Working angles are worthy of a second look after suspension work. If you alter ride height by any approach, inspect the transmission and pinion angles again. Adjustable shims exist for a factor. That 1 or 2 degree correction can be the distinction 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 proof informs you what you purchased. Request balance sheets, torque records, pressure tests, and parts lists tied to lot numbers when readily available. It is not bureaucracy, it is future take advantage of. If a component stops working inside guarantee, you want evidence of appropriate work. If it runs past a million miles, you wish to repeat the recipe.

Turnaround time is frequently the deciding factor. A shop that can turn a driveline over night due to the fact that they stock typical tube and yokes saves a day of revenue. A specialist 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 lowest cost.

Using symptoms to select the next step

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

- Vibration under load that fades when cruising often indicates driveline angles or u-joints.
- A cyclical hum that appears at a specific roadway speed no matter equipment favors 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 recommend pinion angle or yoke surface area problems, not simply bad seals.
- A truck that sits short on one corner yet aligns real may have a cracked leaf under the center bolt, not a frame issue.

Use those signals to decide whether to head to a driveline shop, a suspension expert, 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 produce heat patterns various from highway tractors, especially in gearboxes. Off-road haulers load mud into u-joint cups, wicking water past the seals. Snowplows run in salt fog all winter, which pleads for sealed crosses and aggressive cleaning. In each case, change the upkeep interval and the part finish. For instance, stainless shields on spring plates extend life in destructive work, and sealed or hybrid u-joints can be justified even if the old-timers prefer greaseable versions. The trade-off is inspection 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 weapon, sealed makes sense.

Long wheelbase trucks with drop axles present extra angles and joints that require collaborated setup. I have actually combated a harmonic at 58 miles per hour that disappeared just after synchronizing working angles across three sections and moving a carrier bracket up a quarter inch. The spec sheet got us close. Determining on the truck got us home.

What success looks like

When you pick the right Truck Parts and the ideal rebuild experts, the evidence is peaceful and cumulative. The truck goes out a full day without a squeak or a smell. The motorist stops seeing the drivetrain due to the fact that it vanishes behind the task. U-bolts do not need a wrench weekly. Center bearings stop filling the shelf behind the seat. Your parts room carries fewer emergency spares due to the fact that 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 reuse spring plates, neglect rust scale under the plates, and struck U bolts with an effect up until they felt right. We cut new Custom U Bolts with coated rod, cleaned and painted the plates flat, torqued with a calibrated wrench, then re-torqued after the first crammed run. We likewise remedied pinion angles by two degrees utilizing wedges. Failures stopped. The repair cost less than a single tow. The lesson was not unique, it was attention married to the ideal parts.

Bringing everything together

The best choices in sturdy maintenance live where measurement satisfies experience. Drivelines reward contractors who believe 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 succeed to begin with task cycle, then match parts for torque, angle, and environment. Shops that show their process, stock genuine parts, and respond to direct concerns with specifics deserve the relationship. Keep your lists short, your records long, and your standards stable. 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
Anderson Brothers Truck & Equipment has an address of 2640 State Hwy 99 N #1, Eugene, OR 97402
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](#), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

After shopping at [Valley River Center](#), commercial truck operators often stop nearby for professional Drivelines service, Custom U Bolts, and essential Truck Parts.