

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 shipment window eats not just the late charge however likewise the motorist's hours, the client's self-confidence, and typically a 2nd journey to

make things right. That is why selecting Truck Parts and the experts who set up or rebuild them is not a procurement chore. It is danger management. It is safety. It is whether your rig comes home under its own power.

I have actually invested enough hours under trucks and at the counter to see the patterns. The fleets that keep rolling are not the ones with the greatest parts room, they are the ones that match the right part to the ideal task, then set that option with a store that can carry out under pressure. From Custom U Bolts to complete drivelines, the selection procedure follows a couple of resilient rules, with space for judgment where it counts.

Start with responsibility cycle, not the catalog

Two trucks can share a VIN prefix yet live entirely various 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 options differ.

Be particular about your typical load weight, grade frequency, stop count per hour, and environment. In corrosive regions, I have actually enjoyed brilliant 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 prepare marginal u-joints long before the calendar says they are due. If you are adding lift blocks for tire clearance on a service truck, the axle tube diameter and spring stack height modification enough to need Custom U Bolts, not recycle of the last set you discovered on the shelf.

Capturing task cycle data is not theory. It guides spline choice on a slip yoke, the needed torque rating on a center bearing, and the surface on your frame hardware. It also tells a rebuild expert what to examine beyond the obvious.

Drivelines deserve more than guesswork

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

A fast story from a municipal rake truck that came into the store mid-season: the team had replaced rear u-joints two times in six weeks. The cardan caps were blue with heat. The culprit was a bent driveshaft that had actually been corrected poorly, then not rebalanced, coupled with a rear axle shim that pressed the pinion angle out by 3 degrees. Once we installed a correctly built shaft and set working angles within a degree, the truck ended up the winter without touching the driveline again.

When you select a look for driveline work, you are working with more than a welder. You want a team that can measure, device, and confirm. Ask about their balancing capability, not just whether they balance, however the speed and weight resolution their balancer can accomplish and whether they can record it. A shop that can print pre and post balance values, with remaining imbalance numbers per plane, deals with the procedure like a requirements, not an art form.

Diameter and length identify important speed, which determines whether an offered 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 vital speed. An excellent home builder will recommend a two-piece shaft with a provider bearing, then set working angles that cancel vibration through both sections. There are compromises. A provider includes hardware and another bearing to service, however it frequently moves your operating point farther from trouble.

Phasing matters. Yokes that are out of phase by a couple of degrees can produce a second-order vibration that makes the truck feel like it has a tire out of round. Lots of field-fabricated shafts wind up a spline off simply because a paint mark was missed. The right store uses indexed yokes or fixtures to lock phasing during assembly.



Not every component needs to be OEM, but crucial ones typically ought to be Tier 1. I put superior crosses and slip yokes in builds that see continuous torque spikes, like refuse work or snow fighting. I do not go after the most affordable u-joint for mixers or oilfield assistance trucks. The cost of a roadside failure overshadows the price delta in between a bargain and a proven part. On highway tractors with gentler task cycles, trustworthy aftermarket parts can make good sense. The dividing line is not brand name loyalty, it is recorded performance and constant metallurgy.

Selecting the best rebuild specialist

When you hand over a driveshaft, axle, guiding gear, or transmission, you are trading time and trust. You desire quick, but not at the expense of repeat work. Not all rebuilders run the exact same method, even when their signs look similar. The distinction appears in three places: process control, screening, and parts inventory.

If a store can not or will not determine bores, runout, endplay, and bearing preload to specification, you run the risk of a system that works fine on the stand and fails under load. Transmission home builders ought to 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 must have a repeatable approach for setting pinion depth and provider bearing preload, not simply a feel for it. Driveline shops ought to catch and report tube runout and yoke straightness before they start welding.

Testing is not a luxury. For steering gears, a good shop pins the input, procedures help pressure, and validates relief settings. For drivelines, a spin at the balancer with documented outcomes is obligatory. When a shop 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 shops that stock common surfaces, seals, and crosses from understood makers, not just boxes with part numbers. A counter with noticeable u-joint and center bearing alternatives, along with yoke straps or U bolt kits matched to actual yoke series, reduces the uncertainty and the lead time.

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

- Do you provide measurement documents with the rebuilt system, including balance or test results?
- What brand names of vital wear elements do you stock and set up by default?
- Can you meet my turnaround time without utilizing used or questionable parts to make the date?
- How do you set and confirm working angles, preload, or other crucial specifications for my unit?
- What service warranty do you use, and what is omitted due to setup conditions like contamination or misalignment?

Five concerns can expose how a shop thinks. If the responses are vague, take the hint.

The peaceful significance of Custom U Bolts

U [drivelines](#) bolts do not use a hero cape, yet they hold your axle where it belongs and preserve spring pack securing force that keeps the leaves from worrying themselves into shims. A surprising number of ride issues, axle wrap problems, and broke spring seats trace back to the incorrect U bolt shape, material, or torque.

Off the shelf sets work for factory setups, but any change in spring stack height, block density, or axle tube diameter is a cue for Custom U Bolts. Lift 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 sturdy applications must perform at least a Grade 8 equivalent, and the much better stores will utilize licensed rod with heat treatment records. Thread pitch should match the nut design and washer design. I have seen coarse-thread fine, however mixing a high nut created for great thread onto a coarse rod cuts holding power and leads to nut creep. The correct high nut provides a thread height that resists loosening up and spreads out the securing load. Avoid recycling distorted thread lock nuts more than as soon as, their grip deteriorates, and a heavy truck does not forgive.

Coating selection depends upon environment. In the rust belt, hot dip galvanizing earns its keep. Zinc plating looks tidy but can thin to crumbs in a couple winters. Proprietary dry film finishings like Geomet have an excellent track record where chemical baths prevail. Whatever the surface, ask your supplier for the torque specification for that surface and lubricant 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 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. Plan thread length to allow for plate thickness, spring pack height, block if used, and enough run-on for full nut engagement plus a few threads showing. Clamping force needs a smooth under washer surface area. A spring plate that appears like a washboard will chew torque into friction instead of preload. A fast 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 reduces life. Credible producers utilize dies with a radius matched to the rod diameter. If the bend looks sharp, or the within the bend shows micro cracks, send it back.

What an excellent 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 multiple sizes and wall density, they are established to develop, not simply repair. Fixtures for common series yokes, angle finders with magnets, and a rack filled with center bearings sorted by series and bore size show they expect to resolve your problem the first time.

Pay attention to how they discuss angles. The best shops ask for transmission output and pinion angles with the truck at ride height, not guesses. They might lend you an inclinometer or send a tech out to measure if the frame is on stands. They inquire about your typical load since an empty dump performs at a different 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 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 went wrong is not the crew that will assist you avoid a repeat.

Matching Truck Parts to the problem, not the brand

Brand loyalties run deep, and they exist for reasons. That said, a smart buyer updates their mental list as the market shifts. Some OEMs contract out elements 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 coating to save cost. The spec sheet seldom shouts that out.

Where the repercussion of failure is high, stay with proven parts and keep documentation. U-joints, carrier bearings, spring pins, tie rod ends, drag links, and brakes fall in that container. For less crucial locations, like cosmetic brackets or non-structural fasteners, trustworthy aftermarket is fine. A center and bearing set on a guide

axle, nevertheless, is the incorrect place to practice economy. The guide set carries not just the load however also the directional stability of the lorry. If you have actually seen a worn kingpin and a starving center shred a tire in a week, you respect the bearings you can not see.

Beware of counterfeit parts. Packaging that looks slightly off, misspelled brand names, and bearings with laser marks that rub off under solvent are red flags. I have actually 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 published traceability.

When remanufactured makes good sense, and when it does not

Remanufactured elements have raised fleets for decades. A reman transmission or differential with an across the country guarantee, checked on a stand and ready to set up, saves time and frequently cash compared to a tear-down in a small store. The trick is matching the reman program to your danger tolerance.



If you run common designs with fast exchange schedule, reman is difficult to beat. You get known-good assemblies and a foreseeable core process. If your truck has an oddball ratio, PTO provisions, or a custom yoke, ensure the reman system can be set up to match. Otherwise, the faster way ends up being a retrofitting delay. For older or heavily customized systems, a regional rebuild with your case and your accessories 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, but a lot of work is custom to wheelbase and ride height. A good shop 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. Step twice, develop once.

Installation is half the battle

Even the very best parts fail if set up thoughtlessly. Cleanliness is a specification. When pushing u-joints, a little grit in the cup will gall the trunnion, create heat, and loosen the cap. Correct orientation of grease fittings matters

for service later on. Yoke straps ought to 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 approved sealant at the splines, appropriate torque, and a sleek yoke running surface area prevent the return visit.

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

Working angles should have a second look after suspension work. If you change trip height by any approach, examine the transmission and pinion angles once 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 informs you what you paid. The paper trail tells you what you purchased. Ask for balance sheets, torque records, pressure tests, and parts lists tied to lot numbers when offered. It is not administration, it is future leverage. If a component fails inside service warranty, you desire proof of correct work. If it runs past a million miles, you wish to repeat the recipe.

Turnaround time is typically the choosing factor. A store that can turn a driveline overnight because they equip common tube and yokes saves a day of earnings. An expert who can device 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 symptoms to pick the next step

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

- Vibration under load that fades when drifting frequently indicates driveline angles or u-joints.
- A cyclical hum that appears at a specific road speed no matter 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 problems, not simply bad seals.
- A truck that sits short on one corner yet lines up true might 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 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 create heat patterns various from highway tractors, specifically in transmissions. Off-road haulers load mud into u-joint cups, wicking water past the seals. Snowplows run in salt fog all winter season, which begs for sealed crosses and aggressive cleaning. In each case, adjust the upkeep interval and the part finish. For instance, stainless shields on spring plates extend life in corrosive work, and sealed or hybrid u-joints can be warranted even if the experts choose greaseable variations. The compromise is assessment by feel versus reliance on seal integrity. Neither is perfect, so match the choice to service discipline. If the truck rarely sees a grease weapon, sealed makes sense.

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

What success looks like

When you pick the best Truck Parts and the right rebuild specialists, the proof is quiet and cumulative. The truck runs out a full day without a squeak or an odor. The driver stops noticing the drivetrain due to the fact that it disappears behind the job. U-bolts do not need a wrench every week. Center bearings stop filling the shelf behind the seat. Your parts room brings fewer emergency spares due to the fact that you are not using them as bandages.

A little aggregate hauler I dealt with kept burning through rear u-joints on 2 tandems. Their practice was to reuse spring plates, disregard rust scale under the plates, and struck U bolts with an impact until they felt right. We cut new Custom U Bolts with covered rod, cleaned and painted the plates flat, torqued with a calibrated wrench, then re-torqued after the very first loaded run. We also corrected 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 ideal parts.

Bringing all of it together

The best decisions in durable maintenance live where measurement satisfies experience. Drivelines reward builders who think in thousandths and degrees, not simply inches. Custom U Bolts benefit mechanics who clean up and torque, not just tighten up. Rebuild experts earn their keep by documenting what they did and why it will hold.

Buyers do well to begin with task cycle, then match elements for torque, angle, and environment. Shops that reveal their procedure, stock real parts, and answer direct concerns with specifics are worth the relationship. Keep your lists short, your records long, and your standards constant. 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
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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:(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:(541)688-8686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

After visiting [Skinner Butte Park](#), truck owners and fleet managers nearby often rely on trusted Drivelines service, Custom U Bolts fabrication, and dependable Truck Parts to keep their vehicles running smoothly.