

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 small. A local hauler who misses a delivery window consumes not only the late fee but also the chauffeur's hours, the consumer's self-confidence, and typically a 2nd journey to make

things right. That is why selecting Truck Parts and the specialists who install or rebuild them is not a procurement chore. It is risk management. It is security. 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 greatest parts space, they are the ones that match the ideal component to the ideal task, then pair that option with a store that can carry out under pressure. From Custom U Bolts to finish drivelines, the choice procedure follows a few resilient guidelines, with room for judgment where it counts.

Start with task cycle, not the catalog

Two trucks can share a VIN prefix yet live completely various lives. One pulls a stubborn belly 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 specific about your normal load [truck parts andersonbrotherste.com](http://truckpartsandersonbrotherste.com) weight, grade frequency, stop count per hour, and environment. In destructive regions, I have actually enjoyed 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 says they are due. If you are adding 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 reuse of the last set you found on the shelf.

Capturing duty cycle data is not theory. It guides spline option on a slip yoke, the required torque ranking on a center bearing, and the finish on your frame hardware. It also informs a rebuild specialist what to examine beyond the obvious.

Drivelines should have more than guesswork

An appropriately developed and well balanced driveline runs quiet, cool, and boring. That is what you desire. When it is off, the truck informs you through shudder on departure, a hum in the floor at a specific road speed, or a pinion seal that fails twice in a season. Many of those symptoms point to angles, phasing, and balance instead of a single bad u-joint.

A quick story from a community rake truck that entered the store mid-season: the team had actually changed rear u-joints twice in six weeks. The cardan caps were blue with heat. The culprit was a bent driveshaft that had actually been aligned improperly, then not rebalanced, coupled with a rear axle shim that pressed the pinion angle out by three degrees. As soon as we installed a correctly built shaft and set working angles within a degree, the truck completed the winter without touching the driveline again.

When you choose a purchase driveline work, you are hiring more than a welder. You desire a group that can measure, machine, and confirm. Ask about their balancing ability, not just whether they balance, however the speed and weight resolution their balancer can accomplish and whether they can record it. A store that can print pre and post balance values, with staying imbalance numbers per airplane, treats the procedure like a spec, not an art form.

Diameter and length determine critical speed, which figures out whether a given tube size is practical at your cruise RPM. A long single-piece shaft on a medium-duty chassis that sees 70 miles per hour may run annoyingly near to its vital speed. A great contractor will suggest 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, but it frequently moves your operating point farther 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 tire out of round. Lots of field-fabricated shafts wind up a spline off merely because a paint mark was missed out on. The right store uses indexed yokes or fixtures to lock phasing during assembly.

Not every element requires to be OEM, however critical ones frequently need to be Tier 1. I put superior crosses and slip yokes in builds that see constant torque spikes, like refuse work or snow battling. I do not go after the cheapest u-joint for mixers or oilfield support trucks. The cost of a roadside failure dwarfs the cost delta in between a bargain and a proven part. On highway tractors with gentler task cycles, trusted aftermarket parts can make good sense. The dividing line is not brand name loyalty, it is documented performance and constant metallurgy.

Selecting the best rebuild specialist

When you turn over a driveshaft, axle, guiding gear, or transmission, you are trading time and trust. You desire fast, but not at the expenditure of repeat work. Not all rebuilders operate the same way, even when their signs look comparable. The distinction appears in 3 places: process control, testing, and parts inventory.

If a shop can not or will not determine bores, runout, endplay, and bearing preload to spec, you run the risk of a system that works fine on the stand and fails under load. Transmission builders must have the ability to show you selective shims, stack height measurements, and a test log of line pressure and shift timing on their dyno. Axle rebuilders need to have a repeatable method for setting pinion depth and provider bearing preload, not just a feel for it. Driveline shops ought to record and report tube runout and yoke straightness before they start welding.

Testing is not a high-end. For steering equipments, a good shop pins the input, measures assist pressure, and verifies relief settings. For drivelines, a spin at the balancer with documented outcomes is obligatory. When a shop says they will toss 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 shops that stock typical surfaces, seals, and crosses from known makers, not just boxes with part numbers. A counter with noticeable u-joint and center bearing options, together with yoke straps or U bolt kits matched to actual yoke series, shortens the uncertainty and the lead time.

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

- Do you offer measurement paperwork with the rebuilt system, consisting of balance or test results?
- What brands of critical wear elements do you stock and set up by default?
- Can you meet my turn-around time without utilizing used or doubtful parts to make the date?
- How do you set and verify working angles, preload, or other essential specifications for my unit?
- What service warranty do you use, and what is left out due to installation conditions like contamination or misalignment?

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

The peaceful value of Custom U Bolts

U bolts do not wear a hero cape, yet they hold your axle where it belongs and preserve spring pack clamping force that keeps the leaves from worrying themselves into shims. A surprising number of ride concerns, axle wrap complaints, and broke 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. Raise blocks commonly need longer legs and a different bend radius to clear. Some axles utilize a semi-round or semi-elliptical seat, and a generic square bend U bolt will point-load the seat and relax under service.

Material grade is not cosmetic. A lot of heavy-duty applications must run at least a Grade 8 equivalent, and the better shops will use qualified rod with heat treatment records. Thread pitch must match the nut design and washer design. I have actually seen coarse-thread fine, but blending a tall nut designed for fine thread onto a coarse rod cuts holding power and leads to nut creep. The right tall nut provides a thread height that resists loosening up and spreads the securing load. Prevent recycling distorted thread lock nuts more than when, their grip breaks down, and a heavy truck does not forgive.

Coating selection depends upon environment. In the rust belt, hot dip galvanizing makes its keep. Zinc plating looks tidy but can thin to crumbs in a couple winter seasons. Exclusive dry film finishings like Geomet have a great performance history where chemical baths are common. Whatever the finish, ask your provider for the torque spec for that finish 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 slow down. 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 permit plate thickness, spring pack height, block if used, and enough run-on for complete nut engagement plus a few threads revealing. Clamping force needs 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 eliminate scale, then a little paint, pays back.

One more overlooked information: the bend radius. A too-tight bend creates stress risers in the rod and reduces life. Trustworthy producers use dies 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 good driveline shop feels and look like

You learn a lot in the very first five minutes standing at a driveline counter. If the shop has two balancers, a lathe enough time to manage your tube, and racks of raw tube in multiple diameters and wall thickness, they are set

up to construct, not simply repair. Fixtures for typical series yokes, angle finders with magnets, and a rack filled with center bearings sorted by series and bore size show they anticipate to resolve your problem the first time.

Pay attention to how they speak about angles. The very best stores request transmission output and pinion angles with the truck at ride 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 normal load because an empty dump runs at a various angle than a completely loaded 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 handle cores and old parts. Shops that tag and bag got rid of u-joints and seals, then show you heat marks, brinelling, or fretting 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 team 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 said, a smart purchaser updates their psychological list as the marketplace shifts. Some OEMs outsource components to the same Tier 1 makers who sell in the aftermarket. In other cases, the aftermarket version loses a heat reward step or a finishing to conserve cost. The spec sheet rarely yells that out.

Where the repercussion of failure is high, stick with tested parts and keep paperwork. U-joints, carrier bearings, spring pins, tie rod ends, drag links, and brakes fall in that container. For less important locations, like cosmetic brackets or non-structural fasteners, credible aftermarket is fine. A hub and bearing set on a steer axle, nevertheless, is the incorrect place to practice economy. The steer set brings not only the load however likewise the directional stability of the car. 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. 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 appeared genuine up until 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 all right. Purchase from distributors with factory accounts and published traceability.

When remanufactured makes sense, and when it does not

Remanufactured parts have raised fleets for years. A reman transmission or differential with an across the country warranty, evaluated on a stand and ready to install, conserves time and often money compared to a tear-down in a small store. The trick is matching the reman program to your risk tolerance.

If you run typical models with fast exchange accessibility, reman is difficult to beat. You get known-good assemblies and a predictable core process. If your truck has an oddball ratio, PTO provisions, or a custom yoke, make certain the reman unit can be set up to match. Otherwise, the faster way becomes a retrofitting hold-up. For older or heavily modified units, a regional rebuild with your case and your devices may be the better line. You can inspect the parts at each step and keep your distinct functions intact.

With drivelines, exchange can work for standard lengths on typical designs, 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 real on-truck checks. I have actually 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 event. Procedure twice, develop once.

Installation is half the battle

Even the best parts fail if set up carelessly. 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. Appropriate orientation of grease fittings matters for service later. Yoke straps must be torqued evenly, and their bolts not reused indefinitely. Pinion yokes scar when over-torqued or re-torqued dry. Those scars then eat the next seal. A small dab of authorized sealant at the splines, appropriate torque, and a polished yoke running surface avoid the return visit.

Custom U Bolts should be set up on clean, flat plates with solidified washers under the nuts, then torqued in a cross pattern to the specified value. 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 avoids a five-figure event.

Working angles are worthy of a second look after suspension work. If you alter trip 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 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 informs you what you paid. The paper trail informs you what you bought. Ask for balance sheets, torque records, pressure tests, and parts lists tied to lot numbers when offered. It is not bureaucracy, it is future take advantage of. If a component fails inside guarantee, you desire evidence of proper work. If it runs past a million miles, you want to repeat the recipe.

Turnaround time is often the deciding aspect. A store that can turn a driveline overnight due to the fact that they stock typical tube and yokes conserves a day of earnings. A professional who can machine a custom center pin or spring pin in-house keeps the truck off jack stands. The most affordable price on a part that ships next week is not the most affordable cost.

Using symptoms to select the next step

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

- Vibration under load that fades when drifting typically indicates driveline angles or u-joints.
- A cyclical hum that appears at a specific roadway speed regardless of gear 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 suggest pinion angle or yoke surface problems, not just bad seals.
- A truck that sits low on one corner yet aligns true may lean under the center bolt, not a frame issue.

Use those signals to decide whether to head to a driveline store, a suspension professional, or a tire bay. The right 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, particularly in transmissions. Off-road haulers pack mud into u-joint cups, wicking water past the seals. Snowplows run in salt fog all winter season, which asks for sealed crosses and aggressive cleaning. In each case, change the upkeep period and the part finish. For example, stainless guards on spring plates extend life in corrosive work, and sealed or hybrid u-joints can be warranted even if the old-timers choose greaseable versions. The trade-off is evaluation by feel versus reliance on seal stability. Neither is ideal, 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 introduce additional angles and joints that need coordinated setup. I have actually battled a harmonic at 58 miles per hour that vanished only after synchronizing working angles throughout 3 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 choose the right Truck Parts and the right rebuild specialists, the evidence is peaceful and cumulative. The truck runs out a full day without a squeak or an odor. The driver stops seeing the drivetrain because it disappears behind the job. U-bolts do not require a wrench each week. Center bearings stop filling the shelf behind the seat. Your parts room carries fewer emergency situation spares due to the fact that you are not using them as bandages.

A little aggregate hauler I worked with kept burning through rear u-joints on 2 tandems. Their practice was to reuse spring plates, overlook rust scale under the plates, and hit U bolts with an effect until they felt right. We cut new Custom U Bolts with layered rod, cleaned and painted the plates flat, torqued with a calibrated wrench, then re-torqued after the very first packed run. We also fixed pinion angles by two degrees using wedges. Failures stopped. The fix expense less than a single tow. The lesson was not exotic, it was attention married to the right parts.

Bringing everything together

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

Buyers do well to start with task cycle, then match parts for torque, angle, and environment. Shops that show their procedure, stock real parts, and answer direct questions with specifics are worth the relationship. Keep your lists short, your records long, and your requirements consistent. 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/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:(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](#)

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.