

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 hardly ever little. A regional hauler who misses out on a shipment window eats not just the late charge but also the driver's hours, the customer's confidence, and typically a 2nd journey to

make things right. That is why selecting Truck Parts and the professionals 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 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 room, they are the ones that match the ideal component to the ideal job, then pair that option with a shop that can perform under pressure. From Custom U Bolts to finish drivelines, the choice process follows a couple of durable rules, with space for judgment where it counts.

Start with duty cycle, not the catalog

Two trucks can share a VIN prefix yet live totally 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 choices differ.

Be specific about your normal load weight, grade frequency, stop count per hour, and environment. In destructive regions, 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 path 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 size and spring stack height change enough to require Custom U Bolts, not reuse 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 required torque score on a center bearing, and the finish on your frame hardware. It likewise informs a rebuild professional what to inspect beyond the obvious.

Drivelines should have more than guesswork

A properly developed and balanced driveline runs quiet, cool, and boring. That is what you want. When it is off, the truck informs you through shudder on takeoff, a hum in the floor at a particular roadway speed, or a pinion seal that stops working twice in a season. A number of those symptoms indicate angles, phasing, and balance rather than a single bad u-joint.

A quick story from a community rake truck that entered into the shop mid-season: the crew had actually replaced rear u-joints two times in six weeks. The cardan caps were blue with heat. The offender was a bent driveshaft that had been straightened badly, then not rebalanced, coupled with a rear axle shim that pressed 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 choose a purchase driveline work, you are hiring more than a welder. You want a team that can measure, device, and validate. Ask about their balancing ability, not simply whether they balance, but the speed and weight resolution their balancer can achieve and whether they can document it. A shop that can print pre and post balance values, with staying imbalance numbers per aircraft, treats the procedure like a spec, not an art form.

Diameter and length determine crucial speed, which identifies 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 close to its crucial speed. A great home builder will recommend a two-piece shaft with a provider bearing, then set working angles that cancel vibration through both sections. There are trade-offs. A carrier 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 simply since a paint mark was missed out on. The right store uses indexed yokes or fixtures to lock phasing throughout assembly.

Not every part requires to be OEM, however critical ones typically need to be Tier 1. I put exceptional crosses and slip yokes in builds that see continuous torque spikes, like refuse work or snow combating. I do not chase after the least expensive u-joint for mixers or oilfield assistance trucks. The cost of a roadside failure dwarfs the rate delta in between a deal and a tested part. On highway tractors with gentler duty cycles, credible aftermarket elements can make good sense. The dividing line is not brand loyalty, it is documented performance and consistent metallurgy.

Selecting the right rebuild specialist

When you turn over a driveshaft, axle, guiding equipment, or transmission, you are trading time and trust. You desire quick, but not at the expenditure of repeat work. Not all rebuilders operate the exact same way, even when their indications look comparable. The difference appears in 3 locations: process control, screening, [truck parts](#) 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 an unit that works fine on the stand and stops working under load. Transmission contractors ought to 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 should have a repeatable method for setting pinion depth and provider bearing preload, not just a feel for it. Driveline stores should record and report tube runout and yoke straightness before they begin welding.



Testing is not a high-end. For guiding gears, an excellent shop pins the input, steps help pressure, and confirms relief settings. For drivelines, a spin at the balancer with recorded results is obligatory. When a store states they will toss it on the truck and see how it feels, you are funding their guess.

Inventory matters due to the fact that you can not rebuild with air. I favor shops that stock common surfaces, seals, and crosses from known makers, not simply boxes with part numbers. A counter with noticeable u-joint

and center bearing options, together with yoke straps or U bolt packages matched to actual yoke series, reduces the guesswork and the lead time.

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

- Do you offer measurement paperwork with the rebuilt system, consisting of balance or test results?
- What brand names of vital wear elements do you stock and install by default?
- Can you fulfill my turn-around time without utilizing used or questionable parts to make the date?
- How do you set and validate working angles, preload, or other essential specifications for my unit?
- What service warranty do you use, and what is excluded due to installation conditions like contamination or misalignment?

Five concerns can expose how a store thinks. If the responses are vague, 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 maintain spring pack securing force that keeps the leaves from stressing themselves into shims. An unexpected number of ride problems, 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, however any change 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 various 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 relax under service.

Material grade is not cosmetic. Many durable applications need to perform at least a Grade 8 comparable, and the much better stores will use certified rod with heat treatment records. Thread pitch ought to match the nut design and washer style. I have seen coarse-thread fine, but mixing a high nut designed for great thread onto a coarse rod cuts holding power and results in nut creep. The correct high nut provides a thread height that resists loosening and spreads out the clamping load. Avoid reusing distorted thread lock nuts more than when, their grip breaks down, 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 clean but can thin to crumbs in a couple winters. Exclusive dry film finishings like Geomet have a great performance history where chemical baths prevail. Whatever the finish, ask your supplier for the torque specification for that finish and lube condition. A dry torque on zinc does not match the same torque on oiled or plated threads. That distinction can run 10 to 20 percent, enough to leave a spring pack loose or crush it.

Measurement is easy if you slow down. Step 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 density, spring pack height, block if used, and enough run-on for complete nut engagement plus a couple of threads revealing. Clamping force requires a smooth under washer surface. A spring plate that appears like a washboard will chew torque into friction rather of preload. A fast pass with a flap wheel to eliminate scale, then a bit of paint, pays back.

One more neglected detail: the bend radius. A too-tight bend develops stress risers in the rod and reduces life. Trustworthy fabricators 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 store looks and feels like

You find out a lot in the first 5 minutes standing at a driveline counter. If the shop has 2 balancers, a lathe enough time to handle your tube, and racks of raw tube in numerous sizes and wall density, they are established 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 solve your problem the first time.

Pay attention to how they speak about angles. The best shops ask for transmission output and pinion angles with the truck at trip height, not guesses. They might provide 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 performs at a different angle than a totally 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 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 loyalties run deep, and they exist for reasons. That said, a wise purchaser updates their mental 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 step or a covering to conserve expense. The spec sheet seldom screams that out.

Where the consequence 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 important areas, like cosmetic brackets or non-structural fasteners, reliable aftermarket is great. A hub and bearing set on a guide axle, however, is the wrong place to practice economy. The guide set brings not just the load but also the directional stability of the vehicle. If you have actually seen a worn kingpin and a hungry center shred a tire in a week, you respect the bearings you can not see.

Beware of fake parts. Packaging that looks a little off, misspelled trademark name, and bearings with laser marks that rub off under solvent are red flags. I have had boxes that appeared genuine until the micrometer informed me an expected 1710 cross was a whisper undersize. The cups slipped into the yoke ears with finger pressure. That is not all right. Buy from distributors with factory accounts and released traceability.

When remanufactured makes good sense, and when it does not

Remanufactured components have actually raised fleets for years. A reman transmission or differential with an across the country service warranty, evaluated on a stand and all set to set up, conserves time and typically cash compared to a tear-down in a little shop. The trick is matching the reman program to your threat tolerance.



If you run common models with fast exchange schedule, reman is hard to beat. You get known-good assemblies and a predictable core procedure. If your truck has an oddball ratio, PTO provisions, or a custom yoke, make sure the reman unit can be set up to match. Otherwise, the shortcut ends up being a retrofitting delay. For older or greatly customized systems, a regional rebuild with your case and your devices might be the better line. You can inspect the parts at each step and keep your unique features intact.

With drivelines, exchange can work for basic lengths on common designs, however most work is custom to wheelbase and ride height. A good store will keep a library of typical measurements and season it with actual on-truck checks. I have 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 carelessly. Tidiness is a spec. When pressing u-joints, a bit of grit in the cup will gall the trunnion, generate heat, and loosen the cap. Correct orientation of grease fittings matters for service later on. Yoke straps should be torqued equally, and their bolts not reused forever. Pinion yokes scar when over-torqued or re-torqued dry. Those scars then eat the next seal. A little dab of authorized sealant at the splines, right torque, and a polished yoke running surface prevent the return visit.

Custom U Bolts ought to 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 prevents a five-figure event.

Working angles should have a second look after suspension work. If you alter 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 difference in between a drivetrain that hums and one that chews center bearings.

Money, time, and proof

Good stores cost more than pop-up operations. The invoice informs you what you paid. The proof tells you what you bought. Request balance sheets, torque records, pressure tests, and parts lists connected to lot numbers

when available. It is not administration, it is future utilize. If a component stops working inside warranty, you want proof of appropriate work. If it runs past a million miles, you want to duplicate the recipe.

Turnaround time is frequently the choosing factor. A shop that can turn a driveline over night due to the fact that they stock common tube and yokes saves a day of profits. An expert who can device 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 signs to pick 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 cruising often indicates driveline angles or u-joints.
- A cyclical hum that appears at a particular road speed regardless of gear 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 issues, not just bad seals.
- A truck that sits low on one corner yet lines up true might have a cracked leaf under the center bolt, not a frame issue.

Use those signals to choose whether to head to a driveline store, a suspension specialist, or a tire bay. The right very first stop saves a lap around the block.

Edge cases and judgment calls

Field service trucks that idle for hours with PTOs engaged create heat patterns different 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 pleads for sealed crosses and aggressive cleaning. In each case, change the maintenance interval and the part surface. For example, stainless shields on spring plates extend life in destructive work, and sealed or hybrid u-joints can be justified even if the old-timers choose greaseable variations. The trade-off is assessment by feel versus dependence on seal stability. Neither is best, so match the option to service discipline. If the truck rarely sees a grease weapon, sealed makes sense.



Long wheelbase trucks with drop axles present extra angles and joints that require coordinated setup. I have actually battled a harmonic at 58 mph that disappeared only after integrating working angles throughout three areas and moving a provider bracket up a quarter inch. The spec sheet got us close. Measuring on the truck got us home.

What success looks like

When you choose the ideal Truck Parts and the right rebuild professionals, the evidence is peaceful and cumulative. The truck goes out a full day without a squeak or an odor. The driver stops noticing the drivetrain due to the fact that it vanishes behind the task. U-bolts do not need a wrench every week. Center bearings stop filling the shelf behind the seat. Your parts space brings less emergency spares since you are not utilizing them as bandages.

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

Bringing all of it together

The finest decisions in heavy-duty maintenance live where measurement meets experience. Drivelines reward builders who believe in thousandths and degrees, not simply inches. Custom U Bolts benefit mechanics who clean up and torque, not just tighten up. Rebuild experts make their keep by documenting what they did and why it will hold.

Buyers do well to start with task cycle, then match elements for torque, angle, and environment. Shops that reveal 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 steady. The truck will let you understand 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 shopping at [Valley River Center](#), commercial truck operators often stop nearby for professional Drivelines service, Custom U Bolts, and essential Truck Parts.