

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

make things right. That is why choosing Truck Parts and the professionals who install or rebuild them is not a procurement task. It is danger management. It is security. It is whether your rig gets back under its own power.

I have invested sufficient hours under trucks and at the counter to see the patterns. The fleets that keep rolling are not the ones with the most significant parts space, they are the ones that match the ideal part to the ideal task, then pair that option with a shop that can perform under pressure. From Custom U Bolts to complete drivelines, the selection process follows a couple of 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 different 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, however their failure modes and part choices differ.

Be particular about your common load weight, grade frequency, stop count per hour, and environment. In corrosive regions, I have viewed intense zinc hardware turn chalky in months while hot dip galvanizing held up for many years. On the other end, a mountain route with 6 percent grades will prepare marginal 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 task cycle data is not theory. It guides spline option on a slip yoke, the needed torque ranking 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 constructed and well balanced driveline runs peaceful, cool, and boring. That is what you want. When it is off, the truck tells you through shudder on launch, a hum in the floor at a specific road speed, or a pinion seal that stops working twice in a season. Much of those signs point to angles, phasing, and balance rather than a single bad u-joint.

A quick story from a local rake truck that entered the shop mid-season: the crew had 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 corrected the alignment of inadequately, then not rebalanced, coupled with a rear axle shim that pushed the pinion angle out by 3 degrees. When we set up a properly built shaft and set working angles within a degree, the truck ended up the winter without touching the driveline again.

When you select a buy driveline work, you are hiring more than a welder. You desire a team that can determine, maker, and confirm. Inquire about their balancing ability, not just whether they balance, but the speed and weight resolution their balancer can attain and whether they can document it. A store that can print pre and post balance values, with remaining imbalance numbers per aircraft, treats the process like a specification, not an art form.

Diameter and length figure out important speed, which identifies 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 uncomfortably near to its critical speed. An excellent contractor will recommend a two-piece shaft with a carrier 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 typically 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. Many field-fabricated shafts end up a spline off merely since a paint mark was missed out on. The right store uses indexed yokes or fixtures to lock phasing during assembly.

Not every part needs to be OEM, but crucial ones frequently need to be Tier 1. I put superior crosses and slip yokes in builds that see continuous torque spikes, like refuse work or snow battling. I do not chase after the cheapest u-joint for mixers or oilfield support trucks. The cost of a roadside failure overshadows the rate delta between a bargain and a proven part. On highway tractors with gentler duty cycles, reputable aftermarket parts can make sense. The dividing line is not brand name loyalty, it is documented performance 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 quick, but not at the expense of repeat work. Not all rebuilders operate the very same way, even when their indications look similar. The difference appears in 3 locations: process control, screening, and parts inventory.

If a shop can not or will not measure bores, runout, endplay, and bearing preload to spec, you risk an unit that works fine on the stand and stops working under load. Transmission contractors 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 ought to have a repeatable method for setting pinion depth and carrier bearing preload, not simply a feel for it. Driveline stores should capture and report tube runout and yoke straightness before they begin welding.

Testing is not a luxury. For guiding equipments, an excellent shop pins the input, procedures help pressure, and confirms relief settings. For drivelines, a spin at the balancer with documented outcomes is necessary. When a shop states 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 prefer shops that stock common surface areas, seals, and crosses from understood makers, not simply boxes with part numbers. A counter with noticeable u-joint and center bearing options, in addition to yoke straps or U bolt kits matched to real yoke series, shortens the guesswork and the lead time.

Here is a short checklist that covers the products worth asking before you devote a task to an expert:

- Do you offer measurement documentation with the rebuilt system, consisting of balance or test results?
- What brand names of important wear elements do you stock and set up by default?
- Can you satisfy my turn-around time without utilizing used or questionable parts to make the date?
- How do you set and verify working angles, preload, or other key specs for my unit?
- What warranty do you offer, and what is left out due to setup conditions like contamination or misalignment?

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

The quiet 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 stressing themselves into shims. An unexpected number of trip problems, axle wrap complaints, and split spring seats trace back to the wrong U bolt shape, product, or torque.

Off the rack sets work for factory setups, however any modification in spring stack height, block density, or axle tube size is a hint for Custom U Bolts. Lift blocks typically 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 unwind under service.

Material grade is not cosmetic. A lot of heavy-duty applications need to run 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 style. I have seen coarse-thread fine, but blending a tall nut created for fine thread onto a coarse rod cuts holding power and leads to nut creep. The appropriate tall nut provides a thread height that resists loosening and spreads out the clamping load. Avoid recycling distorted thread lock nuts more than once, 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 clean but can thin to crumbs in a couple winter seasons. Proprietary dry movie coatings like Geomet have a good track record where chemical baths prevail. Whatever the finish, ask your supplier for the torque specification for that finish and lubricant condition. A dry torque on zinc does not match the exact 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 decrease. 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 allow for plate density, spring pack height, block if used, and enough run-on for complete nut engagement plus a couple of threads showing. Securing force requires a smooth under washer surface. 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 bit of paint, pays back.

One more ignored information: the bend radius. A too-tight bend develops stress risers in the rod and shortens life. Credible fabricators use passes away with a radius matched to the rod diameter. If the bend looks sharp, or the inside of the bend reveals micro fractures, send it back.

What a great driveline store feels and look like

You find out a lot in the very first five minutes standing at a driveline counter. If the shop has 2 balancers, a lathe long enough to handle your tube, and racks of raw tube in numerous diameters and wall density, they are established to build, not simply repair. Components for typical 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 speak about angles. The very best shops ask for transmission output and pinion angles with the truck at ride height, not guesses. They might provide you an inclinometer or send out a tech out to determine if the frame is on stands. They ask about your common load since an empty dump runs at a different 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 stressing on the cross, teach you something about the failure. The team that tosses parts in a bin and shrugs when you ask what failed is not the team that will assist you avoid a repeat.

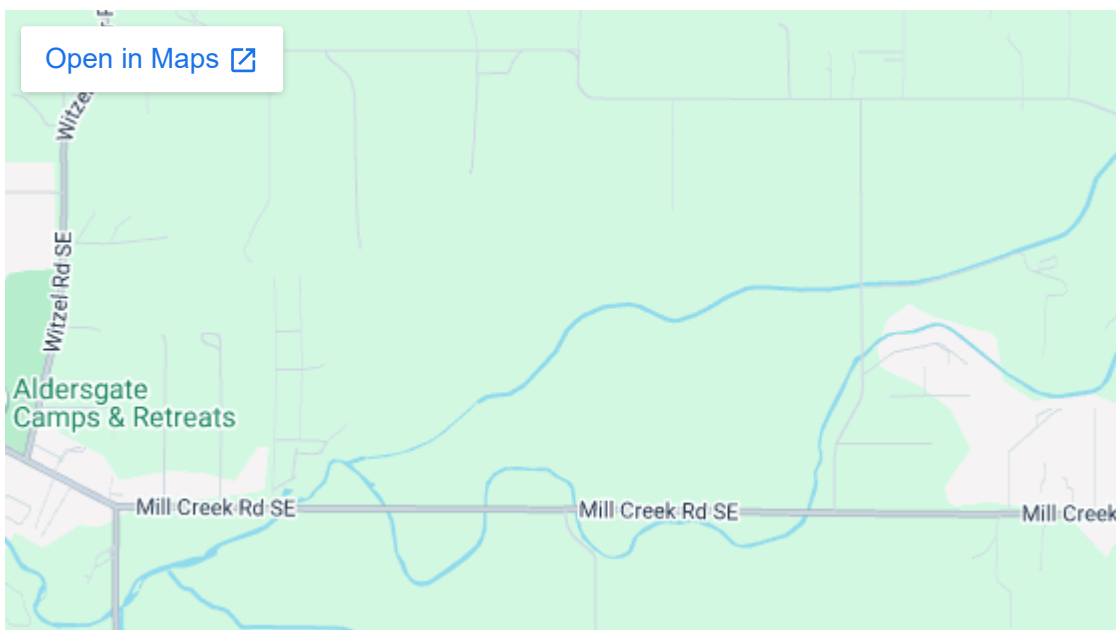
Matching Truck Parts to the problem, not the brand

Brand commitments run deep, and they exist for factors. That stated, a smart purchaser updates their psychological list as the market shifts. Some OEMs outsource components to the very same Tier 1 makers who sell in the aftermarket. In other cases, the aftermarket version loses a heat treat step or a covering to conserve cost. The spec sheet rarely yells 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 vital areas, like cosmetic brackets or non-structural fasteners, trustworthy aftermarket is great. A hub and bearing set on a steer axle, however, is the incorrect location to practice economy. The guide set carries not only the load however also the directional stability of the car. If you have actually seen a used kingpin and a starving center shred a tire in a week, you appreciate the bearings you can not see.



Beware of fake parts. Packaging that looks slightly off, misspelled brand, and bearings with laser marks that rub off under solvent are red flags. I have had boxes that seemed genuine 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. Buy from distributors with factory accounts and published 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 warranty, checked on a stand and ready to set up, saves time and frequently cash compared to a tear-down in a small shop. The technique is matching the reman program to your danger tolerance.

If you run common models with fast exchange accessibility, 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, make certain the reman unit can be set up to match. Otherwise, the faster way ends up being a retrofitting hold-up. For older or greatly modified units, a local rebuild with your case and your accessories 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 basic lengths on common designs, but a lot of work is custom to wheelbase and trip height. A good store will keep a library of typical measurements and season it with real on-truck checks. I have seen exchange shafts installed an inch short on slip travel, which looked fine on the stand and tore the slip yoke spline on the first axle wrap occasion. Measure twice, build once.

Installation is half the battle

Even the very best parts fail if set up carelessly. Cleanliness is a specification. When pushing u-joints, a little grit in the cup will gall the trunnion, create heat, and loosen the cap. Appropriate orientation of grease fittings matters for service later. Yoke straps need to be torqued equally, 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 authorized sealant at the splines, right torque, and a polished yoke running surface avoid the return visit.

Custom U Bolts ought to be set up on tidy, flat plates with hardened washers under the nuts, then torqued in a cross pattern to the defined value. After the first packed run, re-torque at the service bay door. Springs settle, paint crushes, and the clamp load unwinds. A five-minute check avoids a five-figure event.

Working angles deserve a second look after suspension work. If you alter ride height by any technique, examine the transmission and pinion angles again. Adjustable shims exist for a factor. That 1 or 2 degree correction can be

the 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 billing tells you what you paid. The paper trail tells you what you purchased. Request 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 an element stops working inside service warranty, you desire evidence of proper work. If it runs past a million miles, you want to duplicate the recipe.

Turnaround time is often the choosing factor. [truck parts](#) A store that can turn a driveline over night because they stock typical tube and yokes saves a day of revenue. A professional who can machine a custom center pin or spring pin in-house keeps the truck off jack stands. The lowest price on a part that ships next week is not the most affordable cost.

Using signs to select the next step

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

- Vibration under load that fades when drifting typically indicates driveline angles or u-joints.
- A cyclical hum that appears at a particular roadway speed despite gear favors a balance or tire issue.
- Clunks on start and stop without vibration under cruise can come from loose U bolts or used slip splines.
- Repeated seal failures on a differential suggest pinion angle or yoke surface area problems, not simply bad seals.
- A truck that sits low on one corner yet aligns real may have a cracked leaf under the center bolt, not a frame issue.

Use those signals to choose whether to head to a driveline shop, a suspension professional, or a tire bay. The ideal 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 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, which asks for sealed crosses and aggressive cleaning. In each case, adjust the maintenance interval and the part surface. For instance, stainless guards on spring plates extend life in corrosive work, and sealed or hybrid u-joints can be justified even if the old hands prefer greaseable versions. The trade-off is assessment 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 present additional angles and joints that need collaborated setup. I have actually battled a harmonic at 58 mph that disappeared only after synchronizing working angles across 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 pick the right Truck Parts and the ideal rebuild professionals, the proof is peaceful and cumulative. The truck goes out a full day without a squeak or a smell. The chauffeur stops seeing the drivetrain because it

vanishes behind the task. U-bolts do not require a wrench weekly. Center bearings stop filling the rack behind the seat. Your parts room brings less emergency situation spares because you are not using them as bandages.



A small aggregate hauler I dealt 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 impact till they felt right. We cut new Custom U Bolts with covered rod, cleaned up and painted the plates flat, torqued with a calibrated wrench, then re-torqued after the first crammed run. We also corrected pinion angles by two degrees using wedges. Failures stopped. The fix cost less than a single tow. The lesson was not unique, it was attention married to the right parts.

Bringing it all together

The best decisions in heavy-duty maintenance live where measurement satisfies experience. Drivelines reward contractors who believe in thousandths and degrees, not just inches. Custom U Bolts reward mechanics who clean and torque, not just tighten. Rebuild specialists make their keep by documenting what they did and why it will hold.

Buyers do well to begin with duty cycle, then match elements for torque, angle, and environment. Shops that reveal their procedure, stock genuine parts, and answer direct questions with specifics are worth the relationship. Keep your lists short, your records long, and your standards constant. 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
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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.