

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 local hauler who misses out on a shipment window eats not only the late charge but also the chauffeur's hours, the consumer's self-confidence, and often a second journey to make things right. That is why choosing Truck Parts and the specialists who set up or rebuild them is not a procurement chore. It is threat management. It is safety. It is whether your rig comes home under its own power.

I have spent adequate hours under trucks and at the counter to see the patterns. The fleets that keep rolling are not the ones with the most significant parts room, they are the ones that match the ideal component to the right task, then pair that choice with a store that can perform under pressure. From Custom U Bolts to complete drivelines, the choice procedure follows a few long lasting rules, with space 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 tummy 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 options differ.

Be specific about your normal load weight, grade frequency, stop count per hour, and environment. In corrosive regions, I have actually seen bright 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 minimal 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 found on the shelf.

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



Drivelines should have more than guesswork

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

A quick story from a community plow truck that entered into the store mid-season: the team had actually replaced rear u-joints two times in 6 weeks. The cardan caps were blue with heat. The perpetrator was a bent driveshaft that had been straightened improperly, then not rebalanced, coupled with a rear axle shim that pushed the pinion angle out by 3 degrees. Once we set up a properly developed shaft and set working angles within a degree, the truck finished the winter without touching the driveline again.

When you pick a buy driveline work, you are working with more than a welder. You want a group that can measure, device, and verify. Inquire about their balancing ability, not just whether they balance, however the speed and weight resolution their balancer can attain and whether they can record it. A shop that can print pre and post balance worths, with remaining imbalance numbers per aircraft, treats the procedure like a requirements, not an art form.

Diameter and length figure out important speed, which figures out whether a given 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 near its vital speed. A great home builder will advise a two-piece shaft with a carrier bearing, then set working angles that cancel vibration through both areas. There are compromises. A provider adds hardware and another bearing to service, however it typically moves your operating point further from trouble.

Phasing matters. Yokes that are out of stage by a couple of degrees can produce a second-order vibration that makes the truck feel like it has a tire out of round. Many field-fabricated shafts end up a spline off merely since a paint mark was missed. The right shop utilizes indexed yokes or components to lock phasing throughout assembly.

Not every component needs to be OEM, but important ones often must be Tier 1. I put superior crosses and slip yokes in builds that see constant torque spikes, like refuse work or snow fighting. I do not go after the least expensive u-joint for mixers or oilfield support trucks. The cost of a roadside failure dwarfs the price delta in between a bargain and a tested

part. On highway tractors with gentler duty cycles, respectable aftermarket elements can make sense. The dividing line is not brand name loyalty, it is documented performance and consistent metallurgy.

Selecting the ideal rebuild specialist

When you turn over a driveshaft, axle, steering gear, or transmission, you are trading time and trust. You want fast, but not at the expenditure of repeat work. Not all rebuilders run the exact same way, even when their indications look similar. The distinction shows up in three locations: procedure control, screening, and parts inventory.

If a store can not or will not determine bores, runout, endplay, and bearing preload to specification, you risk a system that works fine on the stand and stops working 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 must have a repeatable technique for setting pinion depth and carrier bearing preload, not just a feel for it. Driveline shops must catch and report tube runout and yoke straightness before they begin welding.

Testing is not a luxury. For steering gears, an excellent shop pins the input, measures help pressure, and validates relief settings. For drivelines, a spin at the balancer with recorded results 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 stores that stock common surface areas, seals, and crosses from known makers, not simply boxes with part numbers. A counter with visible u-joint and center bearing options, along with yoke straps or U bolt packages matched to actual yoke series, shortens the guesswork and the lead time.

Here is a brief list that covers the products worth asking before you dedicate a job to a professional:

- Do you offer measurement documents with the rebuilt system, consisting of balance or test results?
- What brands of vital wear parts do you stock and install by default?
- Can you satisfy my turn-around time without using used or doubtful parts to make the date?
- How do you set and validate working angles, preload, or other key specifications for my unit?
- What guarantee do you use, and what is excluded due to setup conditions like contamination or misalignment?

Five concerns can expose how a store thinks. If the responses are unclear, take the hint.

The peaceful importance of Custom U Bolts

U 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 fretting themselves into shims. A surprising number of ride concerns, 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 change in spring stack height, block thickness, or axle tube size is a cue for Custom U Bolts. Lift blocks frequently require 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 unwind under service.

Material grade is not cosmetic. Most durable applications ought to perform at least a Grade 8 comparable, and the much better shops will use certified rod with heat treatment records. Thread pitch need to match the nut design and washer design. I have seen coarse-thread fine, but blending a high nut designed for great thread onto a coarse rod cuts holding power and causes nut creep. The correct high nut offers a thread height that resists loosening and spreads out the clamping load. Avoid recycling distorted thread lock nuts more than as soon as, their grip deteriorates, and a heavy truck does not forgive.

Coating choice depends on environment. In the rust belt, hot dip galvanizing earns its keep. Zinc plating looks tidy but can thin to crumbs in a couple winter seasons. Exclusive dry movie coatings like Geomet have a good performance history where chemical baths prevail. Whatever the surface, ask your supplier 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 distinction can run 10 to 20 percent, enough to leave a spring pack loose or crush it.

Measurement is simple if you decrease. Step 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 enable plate density, spring pack height, block if used, and enough run-on for full nut engagement plus a few threads revealing. Securing force requires a smooth under washer surface area. A spring plate that looks like a washboard will chew torque into friction rather of preload. A fast pass with a flap wheel to eliminate scale, then a little bit of paint, pays back.

One more neglected detail: the bend radius. A too-tight bend produces stress risers in the rod and reduces life. Trusted producers utilize passes away with a radius matched to the rod size. If the bend looks sharp, or the within the bend reveals micro fractures, send it back.

What a good driveline store looks and feels like

You learn a lot in the very first five minutes standing at a driveline counter. If the store has two balancers, a lathe long enough to handle your tube, and racks of raw tube in multiple sizes and wall thickness, they are set up to develop, not simply repair. Components 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 solve your problem the first time.



Pay attention to how they speak about angles. The best stores request for transmission output and pinion angles with the truck at trip height, not guesses. They may lend you an inclinometer or send a tech out to measure if the frame is on stands. They inquire about your common load because an empty dump runs at a different angle than a totally filled 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 handle cores and old parts. Shops that tag and bag got rid of u-joints and seals, then reveal 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 team that will assist you prevent a repeat.

Matching Truck Parts to the problem, not the brand

Brand loyalties run deep, and they exist for reasons. That said, a smart purchaser updates their mental list as the market shifts. Some OEMs outsource parts to the exact same Tier 1 makers who offer in the aftermarket. In other cases, the aftermarket version loses a heat reward step or a covering to conserve expense. The spec sheet hardly ever yells that out.

Where the effect of failure is high, stick with tested parts and keep documents. U-joints, provider bearings, spring pins, tie rod ends, drag links, and brakes fall in that bucket. For less vital locations, like cosmetic brackets or non-structural fasteners, respectable aftermarket is great. A center and bearing set on a guide axle, nevertheless, is the incorrect place to practice economy. The steer set brings not just the load but likewise 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 counterfeit parts. Product packaging that looks somewhat off, misspelled brand names, and bearings with laser marks that rub off under solvent are warnings. 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 okay. Purchase from suppliers with factory accounts and released traceability.

When remanufactured makes sense, and when it does not

Remanufactured components have lifted fleets for decades. A reman transmission or differential with a nationwide warranty, checked on a stand and all set to install, saves time and frequently money compared to a tear-down in a little shop. The technique is matching the reman program to your risk tolerance.

If you run common models with quick exchange schedule, reman is tough to beat. You get known-good assemblies and a predictable core process. If your truck has an oddball ratio, PTO arrangements, or a custom yoke, make certain the reman system can be configured to match. Otherwise, the shortcut ends up being a retrofitting delay. For older or heavily customized units, a local rebuild with your case and your accessories might be the much better line. You can check the parts at each step and keep your unique functions intact.

With drivelines, exchange can work for basic lengths on common models, however the majority 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 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 occasion. Measure twice, build once.

Installation is half the battle

Even the best parts stop working if set up carelessly. Cleanliness is a spec. When pressing u-joints, a little grit in the cup will gall the trunnion, create heat, and loosen up the cap. Correct orientation of grease fittings matters for service later. Yoke straps should be torqued uniformly, and their bolts not recycled forever. 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, right torque, and a polished yoke running surface area prevent the return visit.

Custom U Bolts ought to be installed on tidy, flat plates with hardened washers under the nuts, then torqued in a cross pattern to the defined value. After the first crammed run, re-torque at the service bay door. Springs settle, paint crushes, and the clamp load unwinds. 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, inspect the transmission and pinion angles again. Adjustable shims exist for a factor. That 1 or 2 degree correction can be the distinction 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 tells you what you paid. The paper trail informs you what you purchased. Ask for 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 fails inside service warranty, you want evidence of appropriate work. If it runs past a million miles, you wish to duplicate the recipe.

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

Using signs to choose the next step

Not every vibration is a driveline, and not every lean is a spring. Still, patterns assist. A basic field checklist can direct 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 road speed despite gear prefers 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 issues, not simply bad seals.
- A truck that sits short on one corner yet aligns real might leaf under the center bolt, not a frame issue.

Use those signals to choose whether to head to a driveline shop, a suspension expert, or a tire bay. The ideal 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, specifically in transmissions. Off-road haulers pack mud into u-joint cups, wicking water past the seals. Snowplows run in salt fog all winter, which begs for sealed crosses and aggressive washing. In each case, adjust the maintenance period and the part surface. For example, stainless shields on spring plates extend life in corrosive work, and sealed or hybrid u-joints can be warranted even if the experts prefer greaseable versions. The compromise is examination by feel versus dependence on seal integrity. Neither is best, so match the choice to service discipline. If the truck seldom sees a grease gun, sealed makes sense.

Long wheelbase trucks with drop axles introduce additional angles and joints that need collaborated setup. I have actually battled a harmonic at 58 mph that disappeared only after integrating working angles across 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 select the right Truck Parts and the best rebuild professionals, the evidence is quiet and cumulative. The truck runs out a complete day without a squeak or an odor. The driver stops discovering the drivetrain due to the fact that it vanishes behind the job. U-bolts do not require a wrench weekly. Center bearings stop filling the rack behind the seat. Your parts room brings fewer emergency spares due to the fact that you are not utilizing them as bandages.

A small aggregate hauler I worked with kept burning through rear u-joints on two tandems. Their practice was to recycle spring plates, overlook rust scale under the plates, and struck U bolts with an impact up until they felt right. We cut new Custom U Bolts with covered rod, cleaned and painted the plates flat, torqued with an adjusted wrench, then re-torqued after the very first packed run. We likewise remedied pinion angles by 2 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 choices in heavy-duty upkeep live where measurement meets experience. Drivelines reward home builders who believe in thousandths and degrees, not just inches. Custom U Bolts benefit mechanics who clean up and torque, not just tighten. Rebuild experts make their keep by documenting what they did and why it will hold.

[Open in Maps](#) 

Buyers do well to start with duty cycle, then match parts for torque, angle, and environment. Shops that reveal their procedure, stock real parts, and respond to direct concerns with specifics deserve the relationship. Keep your lists short, your records long, and your standards 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
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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:5416888686) 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:5416888686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

After browsing local vendors at the [Eugene Saturday Market](#), many truck drivers plan maintenance visits for Drivelines repair, Custom U Bolts production, and quality Truck Parts.