

**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 little. A regional hauler who misses out on a shipment window consumes not just the late fee however likewise the chauffeur's hours, the consumer's self-confidence, and typically a 2nd

trip to make things right. That is why picking Truck Parts and the professionals who set up 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 spent enough 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 right component to the right job, then set that option with a shop that can execute under pressure. From Custom U Bolts to finish drivelines, the choice process follows a couple of long lasting guidelines, with room for judgment where it counts.

## Start with task cycle, not the catalog

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

Be specific about your typical load weight, grade frequency, stop count per hour, and environment. In destructive regions, I have watched bright zinc hardware turn milky in months while hot dip galvanizing held up for many 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 diameter and spring stack height change enough to need Custom U Bolts, not recycle of the last set you found on the shelf.

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

## Drivelines deserve more than guesswork

An effectively constructed and well balanced driveline runs peaceful, 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 fails twice in a season. Many of those signs indicate angles, phasing, and balance rather than a single bad u-joint.

A fast story from a municipal plow truck that came 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 offender was a bent driveshaft that had actually been corrected inadequately, then not rebalanced, coupled with a rear axle shim that pushed the pinion angle out by 3 degrees. Once we set up a correctly developed shaft and set working angles within a degree, the truck completed the winter season without touching the driveline again.

When you select a look for driveline work, you are working with more than a welder. You want a group that can determine, machine, and confirm. Ask about their balancing capability, not just whether they balance, but the speed and weight resolution their balancer can accomplish and whether they can document it. A store that can print pre and post balance values, with remaining imbalance numbers per aircraft, deals with the process like a specification, not an art form.

Diameter and length determine crucial speed, which figures out whether an offered tube size is viable at your cruise RPM. A long single-piece shaft on a medium-duty chassis that sees 70 mph might run uncomfortably close to its important speed. An excellent contractor will suggest a two-piece shaft with a provider bearing, then set working angles that cancel vibration through both areas. There are trade-offs. A provider adds hardware and another bearing to service, however it typically moves your operating point further from trouble.

Phasing matters. Yokes that run out stage by a few degrees can produce a second-order vibration that makes the truck feel like it has a weaken of round. Many field-fabricated shafts wind up a spline off just since a paint mark was missed out on. The right shop utilizes indexed yokes or fixtures to lock phasing during assembly.

Not every element requires to be OEM, but critical 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 combating. I do not chase after the most affordable u-joint for mixers or oilfield support trucks. The expense of a roadside failure overshadows the price delta in between a bargain and a tested part. On highway tractors with gentler task cycles, trustworthy aftermarket elements can make sense. The dividing line is not brand name loyalty, it is recorded performance and consistent metallurgy.

## **Selecting the best rebuild specialist**

When you turn over a driveshaft, axle, guiding equipment, or transmission, you are trading time and trust. You want quick, but not at the expenditure of repeat work. Not all rebuilders run the very same method, even when their signs look similar. The distinction appears in three locations: procedure control, testing, and parts inventory.

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

Testing is not a luxury. For steering equipments, a great shop pins the input, procedures assist pressure, and validates relief settings. For drivelines, a spin at the balancer with documented outcomes is obligatory. When a shop says 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 favor shops that stock common surface areas, seals, and crosses from known makers, not simply boxes with part numbers. A counter with noticeable u-joint and center bearing choices, together with yoke straps or U bolt packages matched to real yoke series, shortens the guesswork and the lead time.

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



- Do you offer measurement paperwork with the rebuilt unit, including balance or test results?
- What brand names of critical wear elements do you stock and set up by default?
- Can you satisfy my turn-around time without using used or questionable parts to make the date?
- How do you set and confirm working angles, preload, or other crucial specs for my unit?
- What warranty do you use, and what is omitted due to setup conditions like contamination or misalignment?

Five questions can reveal how a store thinks. If the responses are vague, take the hint.

## The quiet importance of Custom U Bolts

U bolts do not wear 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 trip problems, axle wrap problems, and broke 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 cue for Custom U Bolts. Raise blocks typically require 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 heavy-duty applications ought to run at least a Grade 8 comparable, and the better shops will use qualified rod with heat treatment records. Thread pitch ought to match the nut style and washer design. I have actually seen coarse-thread fine, however blending a high nut developed for great thread onto a coarse rod cuts holding power and leads to nut creep. The correct tall nut offers a thread height that resists loosening up and spreads out the clamping load. Prevent reusing distorted thread lock nuts more than when, their grip breaks down, and a heavy truck does not forgive.

Coating selection depends on environment. In the rust belt, hot dip galvanizing makes 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 are common. Whatever the finish, ask your provider for the torque specification for that finish and lube 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 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 enable plate density, spring pack height, block if used, and enough run-on for full 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 than preload. A fast pass with a flap wheel to eliminate scale, then a bit of paint, pays back.

One more overlooked detail: the bend radius. A too-tight bend develops stress risers in the rod and reduces life. Trusted producers utilize dies with a radius matched to the rod diameter. If the bend looks sharp, or the within the bend shows micro fractures, send it back.

## **What a great driveline shop looks and feels like**

You discover a lot in the first five minutes standing at a driveline counter. If the shop has two balancers, a lathe long enough to handle your tube, and racks of raw tube in several diameters and wall density, they are established 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 anticipate to solve your issue the first time.

Pay attention to how they talk about angles. The best stores request transmission output and pinion angles with the truck at trip height, not guesses. They may lend you an inclinometer or send out a tech out to measure if the frame is on stands. They inquire about your common load due to the fact that an empty dump runs at a various angle than a fully 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 manage cores and old parts. Shops that tag and bag eliminated u-joints and seals, then show you heat marks, brinelling, or stressing on the cross, teach you something about the failure. The crew that tosses parts in a bin and shrugs when you ask what failed is not the team that will help you avoid a repeat.

## **Matching Truck Parts to the problem, not the brand**

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

Where the effect of failure is high, stick with tested parts and keep documents. U-joints, carrier bearings, spring pins, tie rod ends, drag links, and brakes fall in that container. For less vital locations, like cosmetic brackets or non-structural fasteners, trusted 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 only the load but likewise the directional stability of the automobile. If you have actually seen a used kingpin and a hungry hub shred a tire in a week, you respect the bearings you can not see.

Beware of counterfeit parts. Packaging that looks a little off, misspelled brand, and bearings with laser marks that rub off under solvent are warnings. I have actually had boxes that seemed genuine up until the micrometer told 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 suppliers with factory accounts and published traceability.

## **When remanufactured makes good sense, and when it does not**

Remanufactured components have actually lifted fleets for years. A reman transmission or differential with an across the country warranty, tested 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 risk tolerance.

If you run common designs with quick exchange accessibility, reman is tough to beat. You get known-good assemblies and a predictable core procedure. If your truck has an oddball ratio, PTO arrangements, or a custom yoke, make certain the reman unit can be set up to match. Otherwise, the shortcut ends up being a retrofitting hold-up. For very old or heavily customized systems, a local rebuild with your case and your accessories might be the much better line. You can inspect the parts at each action and keep your unique features intact.

With drivelines, exchange can work for basic lengths on typical designs, however most work is custom to wheelbase and ride height. An excellent 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 event. Measure two times, develop once.

## **Installation is half the battle**

Even the very best parts stop working if set up thoughtlessly. Cleanliness is a specification. When pressing u-joints, a little bit of grit in the cup will gall the trunnion, create heat, and loosen the cap. Proper orientation of grease fittings matters for service later on. Yoke straps ought to be torqued evenly, and their bolts not recycled indefinitely. Pinion yokes scar when over-torqued or re-torqued dry. Those scars then consume the next seal. A small dab of approved sealant at the splines, right torque, and a refined yoke running surface prevent the return visit.

Custom U Bolts ought to be installed on clean, flat plates with solidified washers under the nuts, then torqued in a cross pattern to the specified value. After the very first crammed 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 should have a review after suspension work. If you change ride height by any method, inspect the transmission and pinion angles once again. Adjustable shims exist for a reason. 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 billing tells you what you paid. The paper trail tells you what you bought. Request 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 an element fails inside warranty, you desire evidence of appropriate work. If it runs past a million miles, you want to duplicate the recipe.

Turnaround time is often the choosing aspect. A store that can turn a driveline overnight since they stock common tube and yokes saves a day of revenue. An expert who can make a custom center pin or spring pin internal keeps the truck off jack stands. The lowest rate on a part that ships next week is not the most affordable cost.

## **Using symptoms to choose the next step**

Not every vibration is a driveline, and not every lean is a spring. Still, patterns help. An easy field checklist can guide your next call.

- Vibration under load that fades when coasting frequently indicates driveline angles or u-joints.

- A cyclical hum that appears at a specific road speed no matter equipment favors a balance or tire issue.
- Clunks on start and stop without vibration under cruise can originate from loose U bolts or worn slip splines.
- Repeated seal failures on a differential suggest pinion angle or yoke surface area problems, not simply bad seals.
- A truck that sits short on one corner yet lines up real might leaf under the center bolt, not a frame issue.

Use those signals to choose whether to head to a driveline store, 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 cleaning. In each case, adjust the maintenance interval and the part surface. For instance, stainless guards on spring plates extend life in destructive work, and sealed or hybrid u-joints can be justified even if the experts choose greaseable versions. The trade-off is examination by feel versus reliance on seal integrity. Neither is ideal, so match the choice to service discipline. If the truck hardly ever sees a grease weapon, sealed makes sense.

Long wheelbase trucks with drop axles present extra angles and joints that need coordinated setup. I have actually fought a harmonic at 58 miles per hour that vanished just after integrating working angles throughout 3 sections 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 pick the right Truck Parts and the ideal rebuild experts, the evidence is peaceful and cumulative. The truck goes out a complete day without a squeak or an odor. The chauffeur stops noticing the drivetrain due to the fact that it disappears behind the job. U-bolts do not require a wrench each week. Center bearings stop filling the rack behind the seat. Your parts space carries 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, disregard rust scale under the plates, and hit U bolts with an impact up until they felt right. [drivelines](#) We cut new Custom U Bolts with layered rod, cleaned up and painted the plates flat, torqued with an adjusted wrench, then re-torqued after the first loaded run. We likewise corrected pinion angles by 2 degrees using wedges. Failures stopped. The repair cost less than a single tow. The lesson was not exotic, it was attention married to the best parts.

## Bringing it all together

The finest choices in sturdy maintenance live where measurement fulfills experience. Drivelines reward home builders who believe in thousandths and degrees, not just inches. Custom U Bolts reward mechanics who clean and torque, not just tighten. Rebuild professionals earn their keep by recording what they did and why it will hold.



Buyers succeed to start with responsibility cycle, then match components for torque, angle, and environment. Shops that show their procedure, stock genuine parts, and answer direct concerns 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 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

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/ta67Qi9fc5DCZZp7>

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?**

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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?**

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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?**

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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?**

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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?**

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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?**

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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?**

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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?**

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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?**

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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?**

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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?**

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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 Monday through Friday 7:30am to 6:00pm, Saturday 8:00am to 2:00pm. Closed Sundays.

# How can I contact Anderson Brothers Truck & Equipment?

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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](#)

While exploring the exhibits at the [Lane County History Museum](#), many drivers know they can find nearby support for Drivelines repair, Custom U Bolts manufacturing, and quality Truck Parts.