

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 regional hauler who misses a shipment window consumes not just the late fee but likewise the motorist's hours, the consumer's confidence, and often a second journey to

make things right. That is why picking Truck Parts and the specialists who install 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 invested adequate hours under trucks and at the counter to see the patterns. The fleets that keep rolling are not the ones with the biggest parts room, they are the ones that match the right component to the best task, then set that choice with a shop that can execute under pressure. From Custom U Bolts to complete drivelines, the choice procedure follows a few long lasting rules, with room for judgment where it counts.

Start with duty cycle, not the catalog

Two trucks can share a VIN prefix yet live totally different lives. One pulls a stubborn belly dump through jobsite ruts, the other cruises interstate miles with a dry van. Both wear leaf springs and u-joints, but their failure modes and part choices differ.

Be specific about your common load weight, grade frequency, stop count per hour, and environment. In corrosive areas, I have viewed bright zinc hardware turn chalky in months while hot dip galvanizing held up for 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 adding lift blocks for tire clearance on a service truck, the axle tube size and spring stack height modification enough to need Custom U Bolts, not recycle 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 needed torque rating on a center bearing, and the finish on your frame hardware. It also tells a rebuild professional what to examine beyond the obvious.

Drivelines should have more than guesswork

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

A fast story from a community plow truck that entered the store mid-season: the team had actually changed rear u-joints two times in six weeks. The cardan caps were blue with heat. The perpetrator was a bent driveshaft that had been straightened inadequately, then not rebalanced, paired with a rear axle shim that pressed the pinion angle out by three 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 shop for driveline work, you are hiring more than a welder. You want a team that can determine, device, and confirm. Ask about their balancing ability, not simply whether they balance, however the speed and weight resolution their balancer can attain and whether they can record it. A store that can print pre and post balance values, with staying imbalance numbers per airplane, treats the process like a spec, not an art form.

Diameter and length identify critical 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 good contractor will recommend a two-piece shaft with a provider 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 farther from trouble.

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

Not every element needs to be OEM, but vital ones often should be Tier 1. I put superior crosses and slip yokes in builds that see continuous torque spikes, like refuse work or snow fighting. I do not go after the cheapest u-joint for mixers or oilfield support trucks. The expense of a roadside failure overshadows the price delta in between a bargain and a proven part. On highway tractors with gentler task cycles, trustworthy aftermarket elements can make sense. The dividing line is not brand name commitment, it is documented efficiency and constant metallurgy.

Selecting the best rebuild specialist

When you hand over a driveshaft, axle, steering gear, or transmission, you are trading time and trust. You want fast, however not at the cost of repeat work. Not all rebuilders run the very same method, even when their signs look comparable. The difference shows up in 3 places: procedure control, screening, and parts inventory.

If a store can not or will not measure bores, runout, endplay, and bearing preload to spec, you run the risk of an unit that works fine on the stand and stops working under load. Transmission builders need to be able to reveal 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 carrier bearing preload, not just a feel for it. Driveline shops should capture and report tube runout and yoke straightness before they start welding.

Testing is not a high-end. For steering equipments, a great store pins the input, measures help pressure, and verifies relief settings. For drivelines, a spin at the balancer with documented results is mandatory. When a store states they will throw 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 stores that stock common surfaces, seals, and crosses from understood makers, not simply boxes with part numbers. A counter with noticeable u-joint and center bearing options, together with yoke straps or U bolt sets matched to actual yoke series, reduces the uncertainty 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 supply measurement documentation with the rebuilt unit, consisting of balance or test results?
- What brands of critical wear parts do you stock and set up by default?
- Can you meet my turn-around time without utilizing used or doubtful parts to make the date?
- How do you set and confirm working angles, preload, or other crucial specifications for my unit?
- What service warranty do you provide, and what is omitted due to installation conditions like contamination or misalignment?

Five questions can reveal how a shop 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 preserve spring pack clamping force that keeps the leaves from fretting themselves into shims. A surprising number of ride issues, axle wrap complaints, and cracked spring seats trace back to the incorrect U bolt shape, product, or torque.

Off the rack sets work for factory configurations, but any change in spring stack height, block density, or axle tube diameter is a hint for Custom U Bolts. Raise blocks frequently require longer legs and a various 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. The majority of durable applications should perform at least a Grade 8 comparable, and the much better shops will utilize licensed rod with heat treatment records. Thread pitch need to match the nut style and washer design. I have actually seen coarse-thread fine, but blending a tall nut developed for great thread onto a coarse rod cuts holding power and results in nut creep. The right tall nut offers a thread height that resists loosening up 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 tidy but can thin to crumbs in a couple winter seasons. Exclusive dry film finishes like Geomet have a great track record where chemical baths prevail. Whatever the finish, ask your provider for the torque specification for that surface 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 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 allow for plate density, spring pack height, block if used, and enough run-on for complete nut engagement plus a few threads showing. 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 remove scale, then a 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. Credible fabricators utilize passes away with a radius matched to the rod diameter. If the bend looks sharp, or the inside of the bend reveals micro cracks, send it back.

What an excellent driveline shop looks and feels like

You discover a lot in the very first 5 minutes standing at a driveline counter. If the store has two balancers, a lathe enough time to manage your tube, and racks of raw tube in multiple sizes and wall density, they are established

to construct, 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 very first time.

Pay attention to how they discuss angles. The very best stores request transmission output and pinion angles with the truck at ride height, not guesses. They may provide you an inclinometer or send out a tech out to measure if the frame is on stands. They ask about your typical load since an empty dump runs at a different angle than a completely 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 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 crew that will help you prevent a repeat.

Matching Truck Parts to the issue, not the brand

Brand loyalties run deep, and they exist for factors. That said, a wise buyer updates their psychological list as the market shifts. Some OEMs contract out components to the very same Tier 1 makers who sell in the aftermarket. In other cases, the aftermarket version loses a heat treat action or a finish to conserve cost. The spec sheet hardly ever screams that out.

Where the consequence of failure is high, stick with proven parts and keep documentation. U-joints, carrier bearings, spring pins, tie rod ends, drag links, and brakes fall in that pail. For less critical locations, like cosmetic brackets or non-structural fasteners, reputable aftermarket is great. A hub and bearing set on a steer axle, nevertheless, is the wrong location to practice economy. The steer set carries not just the load however likewise the directional stability of the vehicle. If you have seen a worn kingpin and a starving hub shred a tire in a week, you respect the bearings you can not see.

Beware of fake parts. Packaging that looks slightly off, misspelled brand names, and bearings with laser marks that rub off under solvent are warnings. I have actually had boxes that seemed genuine until the micrometer informed me a supposed 1710 cross was a whisper undersize. The cups slipped into the yoke ears with finger pressure. That is not fine. 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 service warranty, evaluated on a stand and ready to install, saves time and typically cash compared to a tear-down in a small store. The technique is matching the reman program to your danger tolerance.

If you run typical models with fast exchange availability, reman is hard to beat. You get known-good assemblies and a foreseeable core process. If your truck has an oddball ratio, PTO arrangements, or a custom yoke, make sure the reman system can be configured to match. Otherwise, the shortcut becomes a retrofitting delay. For older or heavily modified 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 functions intact.

With drivelines, exchange can work for standard lengths on typical models, but a lot of work is custom to wheelbase and ride height. An excellent shop will keep a library of typical measurements and season it with actual on-truck checks. I have actually 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 first axle wrap occasion. Step twice, develop once.



Installation is half the battle

Even the very best parts stop working if set up carelessly. Cleanliness is a specification. When pressing u-joints, a little bit of grit in the cup will gall the trunnion, produce heat, and loosen the cap. Correct orientation of grease fittings matters for service later. Yoke straps ought to be torqued evenly, and their bolts not recycled forever. 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, correct torque, and a refined yoke running surface area avoid the return visit.

Custom U Bolts should be installed on tidy, flat plates with hardened washers under the nuts, then torqued in a cross pattern to the specified 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 change ride height by any approach, examine the transmission and pinion angles again. Adjustable shims exist for a reason. 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 shops cost more than pop-up operations. The billing informs you what you paid. The paper trail informs you what you bought. Request 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 fails inside service warranty, you desire proof of proper work. If it runs past a million miles, you wish to repeat the recipe.

Turnaround time is often the choosing element. A shop that can turn a driveline overnight because they equip typical tube and yokes saves a day of profits. An expert who can make a custom center pin or spring pin internal 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 help. An easy field list can assist your next call.

- Vibration under load that fades when cruising frequently points to driveline angles or u-joints.
- A cyclical hum that appears at a specific roadway speed no matter 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 lines up real 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 professional, or a tire bay. The best very first stop saves a lap around the block.

Edge cases and judgment calls

Field service trucks that idle for hours with PTOs engaged produce heat patterns different from highway tractors, particularly in gearboxes. Off-road haulers load 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 washing. In each case, adjust the maintenance interval and the part surface. For instance, stainless shields on spring plates extend life in corrosive work, and sealed or hybrid u-joints can be justified even if the old hands choose greaseable variations. The compromise is inspection 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 gun, sealed makes sense.

Long wheelbase trucks with drop axles introduce extra angles and joints that require coordinated setup. I have battled a harmonic at 58 miles per hour that vanished just after synchronizing working angles throughout three areas and moving a carrier 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 best Truck Parts and the ideal rebuild experts, the proof is quiet 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 disappears behind the task. U-bolts do not require a wrench every week. Center bearings stop filling the rack behind the seat. Your parts room carries less emergency spares since you are not utilizing them as bandages.

A little aggregate hauler I dealt with kept burning through rear u-joints on two tandems. Their practice was to reuse spring plates, neglect rust scale under the plates, and hit U bolts with an effect 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 loaded run. We also remedied pinion angles by 2 degrees utilizing wedges. Failures stopped. The fix expense less than a single tow. The lesson was not unique, it was attention wed to the right parts.

Bringing all of it together

[truck parts](#)

The best decisions in sturdy maintenance live where measurement meets experience. Drivelines reward contractors who think in thousandths and degrees, not just inches. Custom U Bolts reward mechanics who clean up and torque, not just tighten up. Rebuild professionals make their keep by recording what they did and why it will hold.

Buyers do well to begin with duty cycle, then match components for torque, angle, and environment. Shops that show their procedure, stock genuine parts, and respond to direct questions with specifics deserve the relationship. Keep your lists short, your records long, and your standards steady. The truck will let you know 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/ta67Qi9fc5DCZZzp7>

Anderson Brothers Truck & Equipment has Facebook page <https://www.facebook.com/andersonbrotherseugene>

Anderson Brothers Truck & Equipment has an Instagram page <https://www.instagram.com/andersonbrotherste/>

Anderson Brothers Truck & Equipment won Top Driveline and Truck Part Company 2025

Anderson Brothers Truck & Equipment earned Best Customer Service Award 2024

Anderson Brothers Truck & Equipment was awarded Best Custom U Bolts 2025

People Also Ask about Anderson Brothers Truck & Equipment

What does Anderson Brothers Truck & Equipment do in Eugene, Oregon?

Anderson Brothers Truck & Equipment is a Eugene-based truck parts and repair company that provides custom U-bolt bending, driveline repair and replacement, new and used truck parts, and other medium- and heavy-duty truck services. They have served the area since 1949.

Where is Anderson Brothers Truck & Equipment located?

Anderson Brothers Truck & Equipment is located at 2640 Highway 99 N, Eugene, Oregon 97402. Our website also lists phone number (541) 688-8686 and business hours for local customers needing parts or repair service.

How long has Anderson Brothers Truck & Equipment been in business?

Anderson Brothers has been serving Eugene since 1949. The business is a long-established local provider of truck parts, fabrication, and repair services.

Does Anderson Brothers Truck & Equipment sell new and used truck parts?

Yes. Anderson Brothers sells both new and used truck parts for medium- and heavy-duty vehicles. We focus on parts categories such as brakes and drums, wheel shafts, Baldwin filters, straps and tie downs, exhaust parts, and other accessories.

Does Anderson Brothers Truck & Equipment offer local truck parts delivery?

Yes. The company offers local delivery for truck parts in Eugene and Springfield, and our truck parts page also notes delivery to Eugene, Springfield, and surrounding areas.

What driveline services does Anderson Brothers Truck & Equipment provide?

Anderson Brothers specializes in custom driveline solutions, including driveline replacement, drive shaft repair, and precision fabrication. These services are available for heavy trucks, cars, and pickup trucks.

Can Anderson Brothers Truck & Equipment make custom U-bolts?

Yes. We offer custom U-bolt bending in Eugene and can produce U-bolts in different lengths, widths, thread sizes, and thicknesses. We can bend both round and square U-bolts depending on the application.

What truck repair services does Anderson Brothers Truck

& Equipment offer?

We perform repair and maintenance work for medium- and heavy-duty trucks, including flywheel resurfacing, oil changes, brake services, suspension repair, and king pin replacement. We work to reduce downtime and keep trucks performing at their best.

What truck brands does Anderson Brothers Truck & Equipment service and supply parts for?

Anderson Brothers says it services and supplies parts for major truck and equipment brands including Freightliner, Kenworth, Peterbilt, Mack, Volvo, and Cummins, among others.

Who owns Anderson Brothers Truck & Equipment?

Anderson Brothers is now led by the Weld Family, who also own Buck's Sanitary Services and Royal Flush Environmental Services. The current ownership remains focused on serving Eugene and the surrounding community.

Where is Anderson Brothers Truck & Equipment located?

The Anderson Brothers Truck & Equipment is conveniently located at 2640 State Hwy 99 N #1, Eugene, OR 97402. You can easily find directions on [Google Maps](#) or call at [\(541\) 688-8686](tel: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](#)

Following a walk through the beautiful [Owen Rose Garden](#), truck owners frequently schedule Drivelines maintenance, Custom U Bolts fabrication, and pick up reliable Truck Parts.