

**Business Name:** Anderson Brothers Truck & Equipment

**Address:** 2640 State Hwy 99 N #1, Eugene, OR 97402

**Phone:** (541) 688-8686

## Anderson Brothers Truck & Equipment

Anderson Brothers Truck & Equipment is a long-established truck parts and repair company located in Eugene, Oregon. Founded in 1949, the business has served the region for more than 70 years, building a reputation as a reliable source for heavy-duty truck parts, custom fabrication, and equipment repair. The company works with commercial vehicle owners, fleets, and equipment operators who need dependable parts and services to keep their trucks operating safely and efficiently.

A core focus of Anderson Brothers is providing specialized services for heavy-duty trucks and equipment. Their shop offers custom driveline fabrication and repair, helping customers build, rebuild, or balance drivelines for a wide range of applications. They also specialize in custom U-bolt bending and fabrication, producing precisely sized components for trucks and other heavy equipment. In addition, the company sells both new and used truck parts, stocking a large inventory and offering local delivery in the Eugene and Springfield areas.

Beyond parts sales, Anderson Brothers provides repair and maintenance services for truck components such as transmissions, differentials, and related systems. Their experienced team focuses on delivering practical, cost-effective solutions that help keep trucks and equipment running reliably. With decades of experience and a commitment to local service, Anderson Brothers Truck & Equipment continues to support the trucking and transportation industries throughout Eugene and surrounding communities.

[View on Google Maps](#)

2640 State Hwy 99 N #1, Eugene, OR 97402

### Business Hours

- Monday: 7:30 AM–6 PM
- Tuesday: 7:30 AM–6 PM
- Wednesday: 7:30 AM–6 PM
- Thursday: 7:30 AM–6 PM
- Friday: 7:30 AM–6 PM
- Saturday: 8 AM–2 PM
- Sunday: Closed

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Downtime has a number, and it is hardly ever little. A regional hauler who misses out on a shipment window eats not just the late cost however likewise the chauffeur's hours, the customer's confidence, and often a 2nd journey

to make things right. That is why choosing Truck Parts and the specialists who install or rebuild them is not a procurement chore. It is danger management. It is safety. 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 greatest parts room, they are the ones that match the ideal element to the ideal task, then set that choice with a store that can carry out under pressure. From Custom U Bolts to complete drivelines, the selection procedure follows a couple of durable rules, with room for judgment where it counts.

## **Start with responsibility cycle, not the catalog**

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

Be particular about your typical load weight, grade frequency, stop count per hour, and environment. In corrosive regions, I have seen brilliant zinc hardware turn milky in months while hot dip galvanizing held up for many years. On the other end, a mountain route with 6 percent grades will prepare 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 modification enough to require Custom U Bolts, not recycle of the last set you found on the shelf.

Capturing task cycle data is not theory. It guides spline choice on a slip yoke, the needed torque rating on a center bearing, and the surface on your frame hardware. It also informs a rebuild specialist what to inspect beyond the obvious.

## **Drivelines deserve more than guesswork**

A correctly built and balanced driveline runs quiet, cool, and boring. That is what you want. When it is off, the truck informs you through shudder on takeoff, a hum in the floor at a specific road speed, or a pinion seal that fails two times in a season. Much of those signs point to angles, phasing, and balance rather than a single bad u-joint.

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

When you choose a buy driveline work, you are employing more than a welder. You want a team that can measure, machine, and verify. Inquire about their balancing capability, not just whether they balance, but the speed and weight resolution their balancer can achieve and whether they can document it. A store that can print pre and post balance values, with staying imbalance numbers per airplane, deals with the process like a requirements, not an art form.

Diameter and length figure out crucial speed, which identifies whether an offered tube size is practical at your cruise RPM. A long single-piece shaft on a medium-duty chassis that sees 70 miles per hour may run uncomfortably near [custom U bolts](#) to its important speed. A good builder will suggest a two-piece shaft with a provider bearing, then set working angles that cancel vibration through both areas. There are compromises. A provider includes hardware and another bearing to service, however it often moves your operating point farther 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 seem like it has a weakened round. Lots of field-fabricated shafts wind up a spline off simply because a paint mark was missed out on. The right shop utilizes indexed yokes or fixtures to lock phasing throughout assembly.

Not every part requires to be OEM, however important ones often should be Tier 1. I put exceptional crosses and slip yokes in builds that see constant torque spikes, like refuse work or snow combating. I do not chase after the cheapest u-joint for mixers or oilfield assistance trucks. The expense of a roadside failure overshadows the rate delta in between a deal and a tested part. On highway tractors with gentler duty cycles, reliable aftermarket parts can make good sense. The dividing line is not brand commitment, it is recorded performance and constant metallurgy.

## Selecting the best rebuild specialist

When you hand over a driveshaft, axle, guiding equipment, or transmission, you are trading time and trust. You desire fast, but not at the expenditure of repeat work. Not all rebuilders operate the very same method, even when their indications look comparable. The distinction appears in 3 locations: process control, screening, and parts inventory.

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

Testing is not a luxury. For guiding gears, a great shop pins the input, steps help pressure, and verifies relief settings. For drivelines, a spin at the balancer with recorded results is obligatory. When a store says they will toss it on the truck and see how it feels, you are financing their guess.

Inventory matters because you can not rebuild with air. I favor stores that stock common surfaces, seals, and crosses from known makers, not just boxes with part numbers. A counter with visible u-joint and center bearing choices, in addition to yoke straps or U bolt sets matched to actual yoke series, shortens the guesswork and the lead time.

Here is a short list that covers the products worth asking before you devote a job to a specialist:

- Do you supply measurement documents with the rebuilt unit, including balance or test results?
- What brand names of important wear elements do you stock and install by default?
- Can you meet my turnaround time without using used or doubtful parts to make the date?
- How do you set and verify working angles, preload, or other essential specifications for my unit?
- What service warranty do you use, and what is excluded due to installation conditions like contamination or misalignment?

Five concerns can expose how a shop thinks. If the answers are unclear, 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 keep spring pack securing force that keeps the leaves from worrying themselves into shims. A surprising variety of trip concerns, axle wrap

problems, and split spring seats trace back to the incorrect U bolt shape, product, or torque.

Off the rack sets work for factory configurations, however any change in spring stack height, block density, or axle tube diameter is a cue for Custom U Bolts. Raise blocks frequently need 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 relax under service.



Material grade is not cosmetic. The majority of durable applications ought to run at least a Grade 8 equivalent, and the much better shops will utilize licensed rod with heat treatment records. Thread pitch need to match the nut design 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 causes nut creep. The correct high nut supplies a thread height that withstands loosening up and spreads the clamping load. Prevent recycling distorted thread lock nuts more than as soon as, their grip degrades, and a heavy truck does not forgive.

Coating selection depends on environment. In the rust belt, hot dip galvanizing earns its keep. Zinc plating looks tidy however can thin to crumbs in a couple winter seasons. Exclusive dry movie coverings like Geomet have a great track record where chemical baths prevail. Whatever the finish, ask your provider for the torque specification for that finish and lubricant condition. A dry torque on zinc does not match the same torque on oiled or plated threads. That difference can run 10 to 20 percent, enough to leave a spring pack loose or crush it.

Measurement is simple if you slow down. Step inside width to fit the spring plate holes, then leg length from inside the bend to the end of the threads. Plan thread length to allow for plate density, spring pack height, block if used, and enough run-on for complete nut engagement plus a few threads revealing. Clamping force needs a smooth under washer surface area. A spring plate that appears like a washboard will chew torque into friction instead of preload. A fast pass with a flap wheel to remove scale, then a little bit of paint, pays back.

One more overlooked information: the bend radius. A too-tight bend produces stress risers in the rod and reduces life. Trustworthy fabricators use passes away with a radius matched to the rod size. If the bend looks sharp, or the inside of the bend reveals micro fractures, send it back.

## What a great driveline shop feels and look like

You discover a lot in the first 5 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 multiple diameters and wall thickness, they are established to build, not just 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 resolve your problem the first time.

Pay attention to how they speak about angles. The best shops ask for transmission output and pinion angles with the truck at trip height, not guesses. They may lend you an inclinometer or send a tech out to measure if the frame is on stands. They ask 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 manage cores and old parts. Shops that tag and bag eliminated u-joints and seals, then reveal 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 prevent a repeat.

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

Brand commitments run deep, and they exist for factors. That said, a smart purchaser updates their psychological list as the marketplace shifts. Some OEMs contract out parts to the exact same Tier 1 makers who sell in the aftermarket. In other cases, the aftermarket variation loses a heat reward action or a covering to conserve expense. The spec sheet hardly ever shouts that out.

Where the repercussion of failure is high, stay with proven parts and keep paperwork. 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 fine. A hub and bearing set on a steer axle, nevertheless, is the incorrect location to practice economy. The guide set carries not just the load but also the directional stability of the car. 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. Product 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 till the micrometer told me an expected 1710 cross was a whisper undersize. The cups slipped into the yoke ears with finger pressure. That is not okay. Buy from suppliers with factory accounts and released traceability.

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

Remanufactured parts have raised fleets for decades. A reman transmission or differential with a nationwide service warranty, tested on a stand and all set to install, conserves time and typically cash compared to a tear-down in a small shop. The trick is matching the reman program to your threat tolerance.

If you run typical models with fast exchange availability, reman is tough to beat. You get known-good assemblies and a foreseeable core procedure. If your truck has an oddball ratio, PTO arrangements, or a custom yoke, make sure the reman unit can be set up to match. Otherwise, the shortcut becomes a retrofitting hold-up. For very old or heavily customized units, a local rebuild with your case and your devices may be the better line. You can check the parts at each step and keep your unique features intact.

With drivelines, exchange can work for standard lengths on common designs, however a lot of work is custom to wheelbase and trip height. A great shop will keep a library of typical measurements and season it with actual 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 twice, develop once.

# Installation is half the battle

Even the very best parts fail if installed carelessly. Tidiness is a specification. When pressing u-joints, a little bit of grit in the cup will gall the trunnion, generate heat, and loosen the cap. Appropriate orientation of grease fittings matters for service later on. Yoke straps must be torqued equally, and their bolts not recycled indefinitely. 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 avoid the return visit.

Custom U Bolts ought to be installed on clean, flat plates with hardened washers under the nuts, then torqued in a cross pattern to the defined worth. After the very first packed 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 deserve a second look after suspension work. If you alter trip height by any approach, inspect the transmission and pinion angles once again. Adjustable shims exist for a factor. That 1 or 2 degree correction can be the difference in between a drivetrain that hums and one that chews center bearings.

## Money, time, and proof

Good shops cost more than pop-up operations. The invoice tells you what you paid. The paper trail informs you what you purchased. Request balance sheets, torque records, pressure tests, and parts lists tied to lot numbers when available. It is not administration, it is future take advantage of. If an element stops working inside service warranty, you desire evidence of appropriate work. If it runs past a million miles, you want to repeat the recipe.



Turnaround time is frequently the choosing aspect. A shop that can turn a driveline overnight due to the fact that they stock typical tube and yokes saves a day of income. A specialist who can machine a custom center pin or spring pin in-house keeps the truck off jack stands. The lowest cost on a part that ships next week is not the most affordable cost.

## Using signs to choose the next step

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

- Vibration under load that fades when cruising often indicates driveline angles or u-joints.
- A cyclical hum that appears at a particular road speed despite equipment favors a balance or tire issue.
- Clunks on start and stop without vibration under cruise can originate from loose U bolts or used slip splines.
- Repeated seal failures on a differential suggest pinion angle or yoke surface area problems, not just bad seals.
- A truck that sits short 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 very first stop saves a lap around the block.

## Edge cases and judgment calls

Field service trucks that idle for hours with PTOs engaged develop heat patterns different from highway tractors, specifically 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 begs for sealed crosses and aggressive cleaning. In each case, adjust the maintenance period and the part finish. For instance, stainless shields on spring plates extend life in corrosive work, and sealed or hybrid u-joints can be warranted even if the old-timers prefer greaseable variations. 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 rarely sees a grease weapon, sealed makes sense.

Long wheelbase trucks with drop axles introduce additional angles and joints that require coordinated setup. I have fought a harmonic at 58 mph that vanished just after synchronizing working angles throughout 3 areas and moving a provider bracket up a quarter inch. The spec sheet got us close. Determining on the truck got us home.

## What success looks like

When you choose the right Truck Parts and the ideal rebuild experts, the proof is quiet and cumulative. The truck runs out a complete day without a squeak or an odor. The driver stops seeing the drivetrain because it vanishes behind the job. U-bolts do not require a wrench each week. Center bearings stop filling the shelf behind the seat. Your parts space carries less emergency situation spares because you are not using them as bandages.

A small aggregate hauler I worked with kept burning through rear u-joints on two tandems. Their practice was to reuse spring plates, disregard rust scale under the plates, and struck U bolts with an impact until they felt right. We cut new Custom U Bolts with coated rod, cleaned and painted the plates flat, torqued with an adjusted wrench, then re-torqued after the very first packed run. We also remedied pinion angles by 2 degrees utilizing wedges. Failures stopped. The fix cost less than a single tow. The lesson was not unique, it was attention married to the best parts.

# Bringing everything together

The finest decisions in sturdy upkeep live where measurement meets experience. Drivelines reward home builders who think in thousandths and degrees, not simply inches. Custom U Bolts benefit mechanics who clean and torque, not simply tighten up. Rebuild specialists make their keep by documenting what they did and why it will hold.

Buyers succeed to start with responsibility cycle, then match elements for torque, angle, and environment. Shops that show their process, stock genuine parts, and answer direct questions with specifics are worth the relationship. Keep your lists short, your records long, and your standards stable. 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

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](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?

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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](#)

Fans attending events at [Autzen Stadium](#) can find nearby professionals offering Drivelines services, Custom U Bolts manufacturing, and heavy-duty Truck Parts.