

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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Buying truck elements looks straightforward until you are standing beside a disabled rig, trying to choose whether the issue is in the driveline, a suspension fastener, or a part that has actually been silently using itself out

for months. The problem is that truck parts do not stop working in neat, isolated ways. A vibration in the taxi can trace back to a used U-joint, a bent shaft, a careless spring perch, or an inequality in replacement parts that must have been captured long before installation. That is why a major buyer requires more than a parts catalog and a part number. You need a working understanding of how the pieces fit together, what can be recycled safely, and where the low-cost alternative becomes pricey in a hurry.

For fleet managers, owner operators, farm trucks, trade equipment, and anybody who keeps a sturdy vehicle on the road, the purchase decision is hardly ever about cost alone. It has to do with downtime, fitment, durability, and the self-confidence that the part you set up will endure real service. The best buyers find out to check out wear patterns, ask the best questions, and judge suppliers by the info they provide, not simply by the label on the box.

The driveline deserves more attention than it typically gets

A driveline is among those systems individuals disregard till it complains loudly. Then the conversation turns urgent. A truck that starts to shake at highway speed, develops a clunk when moving into equipment, or reveals a balanced thump [Anderson Brothers Truck & Equipment truck parts](#) under load is frequently sending out a message from the driveline. That message is easy to misread if you do not understand the basics.

At its core, the driveline transfers torque from the transmission or transfer case to the axle. That sounds basic, however the assembly has to work under changing angles, varying loads, and consistent movement from suspension travel. A shaft that is somewhat out of balance at a look can become a pricey problem on the roadway. A used slip yoke can imitate tire difficulty. A bad universal joint can make a truck feel rough enough that chauffeurs begin blaming the engine or transmission.

The most important buying lesson is that driveline parts should be matched to the truck's actual operating conditions, not just its year, make, and design. A service truck that spends its life on pavement has various requirements than a dump truck, a logging rig, or an automobile that sees duplicated expression on unequal ground. The ideal replacement often depends upon shaft length, working angle, power output, running speed, and the sort of abuse the truck sees on a regular day.

One shop owner I worked with treated every vibration grievance as a wheel balance problem. That worked until a medium-duty truck can be found in twice in one month with the same grievance. The issue ended up being a driveline angle that had actually wandered after suspension work, combined with a used U-joint that only showed symptoms under load. The parts bill was modest. The labor, plus the lost time going after the wrong medical diagnosis, was not. That is the surprise cost of treating driveline repair work as guesswork.

What to check before purchasing replacement driveline parts

An appropriate examination is worth more than a stack of replacement parts ordered in a hurry. You wish to know whether the shaft is salvageable, whether the vibration came from wear or damage, and whether associated components need replacement at the very same time. On a truck that has actually worked hard, it prevails to find more than one concern at once.

If the shaft is noticeably dented, twisted, or has missing balance weights, replacement is normally the much better move. If the U-joints program play, rust bleeding from the caps, or signs of heat, they need to not be disregarded. If the slip yoke reveals galling or binding, the shaft may be attempting to relocate a way the suspension no longer supports. Replacing one used part and leaving another jeopardized element in place frequently results in a repeat repair.

When ordering drivelines, the measurements matter. Tube diameter, wall density, shaft length, flange pattern, spline count, and operating angle all affect fit and efficiency. A purchaser who can supply accurate measurements conserves time and prevents the typical error of buying a "close enough" replacement that arrives only to expose an inequality in yokes or general length.

Custom U-bolts are a small part with outsized consequences

Few elements are as simple to ignore as custom U bolts. They do not get the attention that drivelines do, and they are not attractive parts. Yet a bad U-bolt option can produce alignment problems, enable axle shift, or compromise securing force in a suspension system that depends on consistent preload. On trucks that carry, tow, or work off-road, that matters more than lots of purchasers realize.

U-bolts clamp the axle to the spring pack or associated suspension assembly. They are supposed to hold tension, resist fatigue, and keep a safe connection over duplicated load cycles. Once a U-bolt has actually been extended, rusted, bent during elimination, or heat-damaged, reusing it is a gamble. In practice, the wiser approach is to deal with U-bolts as consumable hardware when suspension work is included, particularly if the automobile is older or has actually seen a lot of direct exposure to salt, mud, or chemical road treatment.

Custom U bolts end up being specifically crucial when a truck has actually been customized. Raise kits, suspension modifications, axle swaps, spring conversions, and trade upfits typically leave basic hardware out of specification. A generic part might appear close, however "close" is not the like appropriate when clamp load and thread engagement are at stake. The radius, leg length, thread size, width, and inside spread need to fit the application. A couple of millimeters off can affect how the nut seats and how the assembly clamps under vibration.

There is likewise a useful service concern. When a service technician has to force an ill-fitting U-bolt into place, the install itself ends up being suspect. Threads get damaged, nuts gall, and torque readings become less trustworthy. The buyer conserves a little on the front end and pays for it later in labor and lost confidence.

Signs that U-bolts need to be replaced, not reused

A lot of costly mistakes start with a recycled fastener that needs to have been retired. In a working truck environment, there are clear indications that custom U bolts are no longer fit for service. Rust pitting in the bend, stretched threads, removed nuts, flattened washers, or visible contortion all point towards replacement. So does any proof that the axle has shifted under load.

If a truck has actually been in service for several years and the suspension is currently apart, replacement is generally the much better buy even when the old hardware still "looks fine." That judgment comes from experience more than theory. U-bolts are inexpensive compared with the repercussions of a loose axle or compromised securing force. The parts bill is not the real question. The genuine question is whether you want to trust old hardware below a packed vehicle that may be running countless miles between major inspections.

The most intelligent truck parts buyers think in systems, not individual pieces

A truck is a system of interdependent parts, and that is especially real in the driveline and suspension areas. Replacing one part without considering the surrounding wear can create an incorrect sense of repair. The truck may leave the shop peaceful and smooth, then return weeks later with the same complaint since the source was just partly addressed.

That is why major purchasers take a look at truck parts in context. If a U-joint failed since the driveline angle is incorrect, the new joint might not last. If the axle has actually moved due to the fact that U-bolts lost clamp force, a fresh shaft might still vibrate. If the spring bushings are worn, the geometry changes under load and the rest of the hardware gets blamed for an issue triggered elsewhere.



This is where excellent suppliers identify themselves. A strong parts partner requests the lorry's usage case, not simply the VIN. They wish to know whether the truck is stock, lifted, packed, driven on-road, or exposed to serious service. They likewise understand when to flag a possible inequality. That sort of feedback deserves spending for, due to the fact that it decreases the opportunity of ordering the wrong truck parts twice.

A purchaser who just goes after the most affordable unit cost frequently gets burned on freight, downtime, and repeat labor. A buyer who values fitment and service life typically ends up ahead. The difference is visible in fleets, where a single avoidable failure can sideline a car, disrupt scheduling, and force mechanics into reactive work rather of prepared maintenance.

How to judge quality without getting lost in marketing language

Truck parts brochures have plenty of appealing descriptions. Some of them work. Lots of are just noise. The purchaser's task is to separate real requirements from unclear sales language.

For driveline components, the essential concerns are straightforward. What material is used in the shaft and tubing? Are the welds constant? Is the assembly stabilized for the desired operating range? Are the yokes and joints sized for the torque demand? For U-bolts, what is the steel grade, what are the thread dimensions, and is the manufacturing process fit to the load? For suspension and associated truck parts, what is the predicted service environment and how does the part hold up under rust, heat, and duplicated vibration?

Certification and testing claims need to be treated thoroughly. If a provider makes a claim, ask what it really suggests in useful terms. A part constructed to a particular requirements is only helpful if that spec uses to your truck and your application. A sturdy label by itself is not a guarantee. Also, a lower-cost replacement might work very well if it comes from a reputable manufacturer with consistent dimensions and proper product selection. The price does not tell the entire story.

When possible, compare genuine dimensions, not simply model compatibility notes. A truck that has actually been customized, fixed, or converted might no longer match stock setup precisely. That is especially typical in trade fleets and older service cars. A cautious buyer checks before buying, due to the fact that even small distinctions in length, clamp width, or flange pattern can indicate the distinction in between a tidy set up and a return shipment.

The hidden expense of getting truck parts wrong

Mistakes in truck parts procurement hardly ever stay on the parts invoice. They appear in labor hours, postponed deliveries, rework, missed out on appointments, and annoyed chauffeurs. A truck that comes back into the bay for the exact same issue ties up time that might have been invested in productive maintenance. For a fleet, that can snowball into a schedule problem. For an owner operator, it can mean a missed out on load or a weekend under the truck rather of on the road.

There is also the cost of collateral damage. A driveline concern left unsolved can beat up bearings, seals, and transmission components. A suspension fastener installed improperly can affect axle alignment and tire wear. An overlooked vibration can develop repeated tension in the cab, the installs, and even the frame. By the time the original fault is identified, the truck may require several repair work instead of one.



This is why knowledgeable purchasers frequently keep a closer eye on service periods after major component replacement. A fresh driveline must be examined after a break-in period. U-bolts ought to be torqued to specification and rechecked if the application requires it. Any sign of motion, shifting, or uncommon wear requires immediate attention. The very best upkeep programs are not stiff checklists. They are responsive to what the vehicle is informing you.



Practical buying routines that conserve money and downtime

There are a couple of routines that separate excellent buyers from pricey ones, and they are not complicated. They simply require discipline.

First, record what came out of the truck before purchasing replacements. Measurements, part numbers, pictures of wear, and notes about operating conditions conserve time later on. Second, ask whether a part is meant for stock, durable, or custom usage. Third, replace related hardware when the job validates it, particularly fasteners and use products that have actually currently been worried. 4th, purchase from suppliers who comprehend trucks as working equipment, not simply as brochure entries.

If you are sourcing drivelines, ensure the provider can aid with length, balance, yokes, and running angles. If you are purchasing custom U bolts, verify the bend radius, leg length, thread size, and clamp requirements before money modifications hands. If you are purchasing broader truck parts, be clear about the duty cycle. A truck that idles all day, crawls over rough ground, or pulls heavy loads has a different parts profile than a lightly used highway unit.

A great parts purchase often feels boring after the reality. That is usually an indication you got it right. The truck returns to work. The vibration disappears. The axle sits tight. The phone does not sound with a repeat problem. Uninteresting is undervalued in fleet maintenance.

The purchaser's edge comes from asking much better questions

The most dependable way to buy drivelines, custom U bolts, and truck parts is to deal with the purchase as a technical decision, not a transaction. That does not mean every purchaser requires to end up being a mechanic. It does indicate discovering enough about the system to find weak responses and prevent guesswork.

When a supplier can talk about fitment, product, measurements, and application without concealing behind unclear language, that is a great sign. When a part is used with no issue for the truck's real use, that is a caution. Trucks live tough lives. Their parts must be selected by individuals who respect that reality.

A well-chosen driveline can get rid of years of annoyance vibration. Correct custom U bolts can protect axle place and suspension geometry under load. The best truck parts, chosen with care, lower downtime and extend the useful life of the lorry. That is what good purchasing appears like. It is not fancy, but it keeps trucks moving, and in this service, that is what matters most.

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

Anderson Brothers Truck & Equipment has an address of 2640 State Hwy 99 N #1, Eugene, OR 97402

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:(541)688-8686) Monday through Friday 7:30am to 6:00pm, Saturday 8:00am to 2:00pm. Closed Sundays.

How can I contact Anderson Brothers Truck & Equipment?

You can contact Anderson Brothers Truck & Equipment by phone at: [\(541\) 688-8686](tel:(541)688-8686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

After visiting [Skinner Butte Park](#), truck owners and fleet managers nearby often rely on trusted Drivelines service, Custom U Bolts fabrication, and dependable Truck Parts to keep their vehicles running smoothly.