

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 components looks uncomplicated until you are standing beside a disabled rig, trying to decide whether the concern remains in the driveline, a suspension fastener, or a part that has been silently using itself

out for months. The trouble is that truck parts do not fail in cool, isolated ways. A vibration in the cab can trace back to a worn U-joint, a bent shaft, a sloppy spring perch, or an inequality in replacement parts that should have been captured long before setup. That is why a severe buyer requires more than a parts brochure 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 option becomes expensive in a hurry.

For fleet supervisors, owner operators, farm trucks, vocational equipment, and anyone who keeps a durable lorry on the road, the purchase decision is rarely about price alone. It is about downtime, fitment, durability, and the confidence that the part you set up will survive genuine service. The very best purchasers discover to read wear patterns, ask the right questions, and judge providers by the info they supply, not just by the label on the box.

The driveline deserves more attention than it generally gets

A driveline is one of those systems people ignore till it grumbles loudly. Then the discussion turns urgent. A truck that starts to shake at highway speed, establishes a clunk when moving into equipment, or reveals a balanced thump under load is often sending 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 easy, but the assembly has to work under changing angles, differing loads, and continuous motion from suspension travel. A shaft that is a little out of balance at a look can become a costly problem on the roadway. A worn slip yoke can simulate tire trouble. A bad universal joint can make a truck feel rough enough that motorists begin blaming the engine or transmission.

The crucial buying lesson is that driveline parts need to be matched to the truck's actual operating conditions, not simply its year, make, and design. A service truck that spends its life on pavement has different requirements than a dump truck, a logging rig, or a vehicle that sees duplicated expression on unequal ground. The right replacement often depends upon shaft length, working angle, power output, operating speed, and the type of abuse the truck sees on a typical day.

One store owner I worked with treated every vibration grievance as a wheel balance problem. That worked until a medium-duty truck was available in twice in one month with the exact same grievance. The issue turned out to be a driveline angle that had actually wandered after suspension work, integrated with a used U-joint that only showed symptoms under load. The parts expense was modest. The labor, plus the wasted time chasing after the incorrect medical diagnosis, was not. That is the covert expense of dealing with driveline repair work as guesswork.

What to check before buying replacement driveline parts

An appropriate assessment is worth more than a stack of replacement parts ordered in a hurry. You want to know whether the shaft is salvageable, whether the vibration originated from wear or damage, and whether related parts require 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 visibly 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 trying to move in a method the suspension no longer supports. Changing one worn part and leaving another compromised element in place frequently causes a repeat repair.

When purchasing drivelines, the measurements matter. Tube size, wall thickness, shaft length, flange pattern, spline count, and operating angle all impact fit and efficiency. A purchaser who can provide accurate measurements conserves time and avoids the typical mistake of ordering a "close sufficient" replacement that shows up only to expose an inequality in yokes or overall length.



Custom U-bolts are a little part with outsized consequences

Few components are as simple to overlook 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 create positioning concerns, permit axle shift, or compromise securing force in a suspension system that depends upon consistent preload. On trucks that transport, tow, or work off-road, that matters more than many purchasers realize.

U-bolts clamp the axle to the spring pack or related suspension assembly. They are supposed to hold stress, withstand fatigue, and maintain a safe and secure connection over duplicated load cycles. When a U-bolt has been extended, corroded, bent throughout removal, or heat-damaged, recycling it is a gamble. In practice, the better method is to treat U-bolts as consumable hardware when suspension work is included, especially if the automobile is older or has seen a great deal of exposure to salt, mud, or chemical road treatment.

Custom U bolts become especially essential when a truck has been customized. Raise packages, suspension modifications, axle swaps, spring conversions, and professional upfits frequently leave standard hardware out of spec. A generic part may seem close, however "close" is not the like right when clamp load and thread engagement are at stake. The radius, leg length, thread size, width, and inside spread need to match the application. A couple of millimeters off can affect how the nut seats and how the assembly secures under vibration.

There is likewise a useful service issue. When a service technician has to force an uncomfortable U-bolt into location, the install itself ends up being suspect. Threads get harmed, nuts gall, and torque readings become less reliable. The buyer saves a little on the front end and pays for it later on in labor and lost confidence.

Signs that U-bolts should be replaced, not reused

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

If a truck has remained in service for years and the suspension is currently apart, replacement is usually the better buy even when the old hardware still "looks fine." That judgment comes from experience more than theory. U-bolts are low-cost compared with the consequences of a loose axle or jeopardized clamping force. The parts bill is not the genuine question. The genuine concern is whether you wish to trust old hardware underneath a loaded vehicle that may be running countless miles in between major inspections.

The smartest truck parts purchasers think in systems, not private pieces

A truck is a system of interdependent parts, which is particularly true in the driveline and suspension areas. Changing one part without thinking about the surrounding wear can produce an incorrect sense of repair. The truck may leave the store peaceful and smooth, then return weeks later with the very same complaint because the origin was just partially addressed.

That is why severe buyers take a look at truck parts in context. If a U-joint stopped working since the driveline angle is wrong, the new joint might not last. If the axle has actually moved because 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 distinguish themselves. A strong parts partner asks for the automobile's use case, not simply the VIN. They wish to know whether the truck is stock, lifted, filled, driven on-road, or exposed to severe service. They likewise know when to flag a possible inequality. That sort of feedback deserves paying for, due to the fact that it reduces the chance of buying the wrong truck parts twice.

A buyer who just goes after the most [truck parts andersonbrotherste.com](https://www.andersonbrotherste.com) affordable unit price frequently gets burned on freight, downtime, and repeat labor. A purchaser who values fitment and life span usually ends up ahead. The difference shows up in fleets, where a single preventable failure can sideline an automobile, disrupt scheduling, and force mechanics into reactive work instead of prepared maintenance.

How to evaluate quality without getting lost in marketing language

Truck parts catalogs have lots of appealing descriptions. A few of them are useful. Many are simply noise. The purchaser's task is to separate real specification from unclear sales language.

For driveline components, the essential questions are uncomplicated. 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 measurements, and is the production procedure fit to the load? For suspension and associated truck parts, what is the anticipated service environment and how does the part hold up under deterioration, heat, and repeated vibration?

Certification and screening claims should be treated thoroughly. If a supplier makes a claim, ask what it in fact implies in practical terms. A part developed to a certain requirements is only beneficial if that specification uses to your truck and your application. A sturdy label by itself is not a warranty. Likewise, a lower-cost replacement might work effectively if it comes from a respectable producer with consistent measurements and correct material selection. The cost does not inform the entire story.

When possible, compare real measurements, not just model compatibility notes. A truck that has actually been customized, fixed, or transformed may no longer match stock configuration precisely. That is especially common in trade fleets and older service vehicles. A mindful buyer checks before ordering, since even small differences in length, clamp width, or flange pattern can imply the difference between a tidy set up and a return shipment.

The concealed expense of getting truck parts wrong

Mistakes in truck parts procurement hardly ever remain on the parts billing. They show up in labor hours, delayed deliveries, rework, missed consultations, and annoyed motorists. A truck that returns into the bay for the exact same problem ties up time that might have been invested in efficient maintenance. For a fleet, that can grow out of control into a schedule issue. For an owner operator, it can suggest a missed load or a weekend under the truck instead of on the road.

There is also the expense of civilian casualties. A driveline issue left unsettled can beat up bearings, seals, and transmission components. A suspension fastener installed improperly can impact axle positioning and tire wear. An overlooked vibration can develop repeated stress in the taxi, the installs, and even the frame. By the time the original fault is recognized, the truck might need a number of repairs rather of one.

This is why skilled purchasers often keep a closer eye on service intervals after significant element replacement. A fresh driveline needs to be examined after a break-in period. U-bolts should be torqued to spec and rechecked if the application calls for it. Any sign of motion, moving, or unusual wear requires instant attention. The best maintenance programs are not rigid lists. They are responsive to what the car is telling you.



Practical purchasing habits that save cash and downtime

There are a few routines that separate great purchasers from costly ones, and they are not made complex. They just require discipline.



First, record what came out of the truck before buying replacements. Measurements, part numbers, images of wear, and notes about operating conditions conserve time later on. Second, ask whether a part is implied for stock, durable, or custom use. Third, replace related hardware when the task justifies it, especially fasteners and wear items that have currently been worried. 4th, purchase from providers who comprehend trucks as working equipment, not simply as brochure entries.

If you are sourcing drivelines, make certain the provider can help with length, balance, yokes, and running angles. If you are ordering custom U bolts, verify the bend radius, leg length, thread size, and clamp requirements before money changes hands. If you are looking for more comprehensive truck parts, be clear about the task cycle. A truck that idles all day, crawls over rough ground, or pulls heavy loads has a different parts profile than a gently used highway unit.

An excellent parts purchase frequently feels uninteresting after the fact. That is normally a sign you got it right. The truck goes back to work. The vibration vanishes. The axle stays put. The phone does not sound with a repeat problem. Dull is underrated in fleet maintenance.

The buyer's edge originates from asking much better questions

The most reputable way to buy drivelines, custom U bolts, and truck parts is to treat the purchase as a technical choice, not a transaction. That does not mean every buyer needs to become a mechanic. It does imply learning enough about the system to find weak answers and avoid guesswork.

When a supplier can talk about fitment, material, dimensions, and application without hiding behind unclear language, that is a good sign. When a part is provided with no concern for the truck's actual use, that is a caution. Trucks live tough lives. Their parts must be picked by people who respect that reality.

A well-chosen driveline can eliminate years of nuisance vibration. Proper custom U bolts can secure axle area and suspension geometry under load. The ideal truck parts, chosen with care, minimize downtime and extend the beneficial life of the vehicle. That is what excellent buying looks like. It is not fancy, however it keeps trucks moving, and in this company, 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 shopping at [Red Barn Natural Grocery](#), many truck owners plan service stops for Drivelines maintenance, Custom U Bolts production, and essential Truck Parts.