

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 simple up until you are standing next to a handicapped rig, trying to decide whether the problem remains in the driveline, a suspension fastener, or a part that has been quietly wearing itself out for

months. The difficulty is that truck parts do not fail in cool, isolated methods. A vibration in the cab can trace back to a used U-joint, a bent shaft, a sloppy spring perch, or a mismatch in replacement parts that should have been captured long before installation. That is why a serious purchaser needs more than a parts catalog and a part number. You require a working understanding of how the pieces fit together, what can be recycled securely, and where the low-cost alternative becomes pricey in a hurry.

For fleet managers, owner operators, farm trucks, vocational equipment, and anyone who keeps a sturdy lorry on the roadway, the purchase choice is rarely about price alone. It is about downtime, fitment, sturdiness, and the self-confidence that the part you set up will endure genuine service. The very best purchasers find out to read wear patterns, ask the best concerns, and judge providers by the details they supply, not just by the label on the box.

The driveline is worthy of more attention than it usually gets

A driveline is one of those systems people neglect up until it grumbles loudly. Then the discussion turns urgent. A truck that begins to shake at highway speed, develops a clunk when shifting into gear, or shows a rhythmic thump 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 simple, however the assembly needs to work under altering angles, varying loads, and constant motion from suspension travel. A shaft that is somewhat out of balance at a glance can become a pricey problem on the road. A worn slip yoke can imitate tire problem. A bad universal joint can make a truck feel rough enough that chauffeurs start blaming the engine or transmission.

The essential purchasing lesson is that driveline parts ought to be matched to the truck's real operating conditions, not just its year, make, and design. A service truck that invests its life on pavement has various requirements than a dump truck, a logging rig, or a vehicle that sees duplicated articulation on uneven ground. The ideal replacement often depends upon shaft length, working angle, power output, running speed, and the kind of abuse the truck sees on a regular day.

One shop owner I dealt with dealt with every vibration complaint as a wheel balance concern. That worked up until a medium-duty truck came in twice in one month with the very same problem. The issue turned out to be a driveline angle that had wandered after suspension work, combined with a used U-joint that only revealed signs under load. The parts expense was modest. The labor, plus the lost time chasing the wrong medical diagnosis, was not. That is [drivelines](#) the covert cost of dealing with driveline repair work as guesswork.

What to check before purchasing replacement driveline parts

A proper inspection deserves more than a stack of replacement parts ordered in a hurry. You would like to know whether the shaft is salvageable, whether the vibration came from wear or damage, and whether associated elements need replacement at the exact 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 typically the much better relocation. If the U-joints show play, rust bleeding from the caps, or signs of heat, they must not be overlooked. 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 used part and leaving another jeopardized element in place typically results in a repeat repair.

When buying drivelines, the measurements matter. Tube diameter, wall density, shaft length, flange pattern, spline count, and running angle all affect fit and performance. A buyer who can supply precise measurements saves time and avoids the common mistake of ordering a "close sufficient" replacement that gets here only to expose a mismatch in yokes or overall length.

Custom U-bolts are a small part with outsized consequences

Few elements are as easy to neglect as custom U bolts. They do not get the attention that drivelines do, and they are not glamorous parts. Yet a bad U-bolt option can produce positioning problems, enable axle shift, or compromise clamping force in a suspension system that depends on consistent preload. On trucks that haul, 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 tension, withstand tiredness, and maintain a secure connection over duplicated load cycles. Once a U-bolt has been extended, worn away, bent during removal, or heat-damaged, reusing it is a gamble. In practice, the smarter technique is to treat U-bolts as consumable hardware when suspension work is involved, specifically if the automobile is older or has seen a great deal of direct exposure to salt, mud, or chemical roadway treatment.

Custom U bolts become specifically important when a truck has actually been customized. Lift packages, suspension changes, axle swaps, spring conversions, and occupation upfits often leave standard hardware out of specification. A generic part might appear close, however "close" is not the like proper when clamp load and thread engagement are at stake. The radius, leg length, thread size, width, and inside spread have to fit the application. A couple of millimeters off can affect how the nut seats and how the assembly clamps under vibration.

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

Signs that U-bolts should be changed, not reused

A lot of expensive errors begin with a reused fastener that ought to have been retired. In a working truck environment, there are clear indications that custom U bolts are no longer suitable for service. Corrosion pitting in the bend, extended threads, stripped nuts, flattened washers, or noticeable deformation all point towards replacement. So does any evidence that the axle has actually moved under load.

If a truck has been 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 originates from experience more than theory. U-bolts are low-cost compared to the repercussions of a loose axle or jeopardized securing force. The parts bill is not the real concern. The genuine concern is whether you want to trust old hardware beneath a crammed automobile that might be running thousands of miles between significant inspections.

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

A truck is a system of interdependent parts, and that is especially true in the driveline and suspension locations. Changing one part without considering the surrounding wear can develop an incorrect sense of repair. The truck might leave the store peaceful and smooth, then return weeks later on with the exact same complaint due to the fact that the origin was just partially addressed.

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

This is where good suppliers distinguish themselves. A strong parts partner asks for the lorry's usage case, not just the VIN. They would like 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 mismatch. That sort of feedback is worth spending for, due to the fact that it reduces the opportunity of purchasing the incorrect truck parts twice.

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

How to judge quality without getting lost in marketing language

Truck parts catalogs are full of appealing descriptions. A few of them work. Many are just sound. The purchaser's task is to different real specification from vague sales language.

For driveline components, the essential questions are uncomplicated. What product is used in the shaft and tubing? Are the welds consistent? Is the assembly stabilized for the desired operating variety? 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 procedure suited 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 testing claims ought to be dealt with thoroughly. If a supplier makes a claim, ask what it really suggests in useful terms. A part built to a certain specification is just useful if that spec uses to your truck and your application. A durable label by itself is not a guarantee. Similarly, a lower-cost replacement may work effectively if it comes from a respectable manufacturer with constant dimensions and appropriate product choice. The price does not tell the entire story.

When possible, compare genuine dimensions, not just model compatibility notes. A truck that has been modified, fixed, or transformed may no longer match stock configuration precisely. That is particularly common in trade fleets and older service cars. A cautious purchaser checks before buying, since even small differences in length, clamp width, or flange pattern can suggest the distinction between a tidy set up and a return shipment.

The surprise cost of getting truck parts wrong

Mistakes in truck parts procurement rarely stay on the parts billing. They show up in labor hours, postponed deliveries, rework, missed out on consultations, and annoyed chauffeurs. A truck that returns into the bay for the same issue ties up time that could have been invested in efficient maintenance. For a fleet, that can grow out of control into a schedule concern. For an owner operator, it can imply a missed load or a weekend under the truck instead of on the road.

There is likewise the expense of collateral damage. A driveline concern left unresolved can beat up bearings, seals, and transmission elements. A suspension fastener set up improperly can impact axle alignment and tire wear. An overlooked vibration can produce repetitive stress in the taxi, the installs, and even the frame. By the time the initial fault is recognized, the truck might require numerous repair work instead of one.

This is why experienced purchasers often keep a closer eye on service intervals after significant part replacement. A fresh driveline must be inspected after a break-in period. U-bolts should be torqued to requirements and rechecked if the application requires it. Any sign of motion, shifting, or unusual wear needs instant attention. The very best maintenance programs are not rigid lists. They are responsive to what the car is informing you.

Practical buying routines that save cash and downtime

There are a couple of habits that separate great purchasers from expensive ones, and they are not complicated. They just need discipline.

First, record what came out of the truck before buying replacements. Measurements, part numbers, pictures of wear, and notes about operating conditions conserve time later on. Second, ask whether a part is suggested for stock, durable, or custom use. Third, change associated hardware when the task justifies it, particularly fasteners and use products that have actually already been worried. Fourth, purchase from providers who comprehend trucks as working equipment, not just as brochure entries.

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

An excellent parts purchase often feels dull after the truth. That is normally a sign you got it right. The truck goes back to work. The vibration disappears. The axle stays put. The phone does not sound with a repeat grievance. Uninteresting is undervalued in fleet maintenance.



The purchaser's edge originates from asking better questions

The most trusted method to purchase drivelines, custom U bolts, and truck parts is to treat the purchase as a technical choice, not a transaction. That does not indicate every purchaser needs to end up being a mechanic. It does mean discovering enough about the system to identify weak answers and avoid guesswork.

When a provider can discuss fitment, material, dimensions, and application without hiding behind unclear language, that is a great indication. When a part is provided without any concern for the truck's real usage, that is a caution. Trucks live difficult lives. Their parts need to be selected by people who appreciate that reality.

A well-chosen driveline can get rid of years of annoyance vibration. Proper custom U bolts can protect axle area and suspension geometry under load. The ideal truck parts, picked with care, lower downtime and extend the useful life of the lorry. That is what good buying 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: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](#)

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.

