

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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Sourcing the ideal truck parts in Eugene is less about finding the nearby counter and more about knowing what in fact keeps a truck dependable on regional roads, logging spurs, job sites, and long hauls across the valley. A

part that looks close enough on paper can turn into a time-consuming mistake once it meets real-world vibration, load, weather condition, and the type of stop-start usage that specifies work trucks in western Oregon. That is particularly true with drivelines and custom U bolts, where fit, balance, length, grade, and fabrication quality matter just as much as the part name itself.

I have seen lots of trucks sidelined by parts that were technically "compatible" however not effectively matched. A U-bolt that is a touch short, a shaft that was determined with the suspension at the wrong trip height, or a universal replacement that appeared more affordable initially can all develop more cost than the original repair ever would have. The much better technique is purposeful and practical. Know what you require, understand how to validate it, and know when a local professional deserves more than a catalog price.

Start with the truck's real job, not simply the design year

Truck parts are most convenient to source properly when you start with how the truck is used. A 3/4-ton pickup that tows a skid guide each week lives a very various life from a similar truck used for light service calls. The duty cycle shapes whatever, from brake wear to driveline angle to the method suspension hardware settles over time. Even a truck's model year does not tell the complete story, because axle swaps, lift packages, flatbeds, service bodies, and previous repairs can all change what fits.

When I am helping figure out parts, the first concerns are generally basic ones: What axle is under it? Has the suspension been modified? Is the truck stock height or raised? Has the rear driveshaft been replaced before? These details can save a great deal of lost effort. An individual can buy what the factory listed, only to find the truck has a different rear end, an aftermarket carrier bearing, or a custom-length shaft from a prior repair. That is where lots of sourcing issues begin.

Eugene has its own variation of these complications. Work trucks here often see a mix of city traffic, rainy season deterioration, gravel roadways, and much heavier seasonal needs. Parts that make it through just great in a moderate commuter use can use faster when a truck is used to haul, plow, tow, or bring equipment. The secret is to source for the truck as it exists now, not as it rolled off the assembly line.

Measuring matters more than guessing

A lot of driveline issues come down to measurement, which is where a cautious store makes its keep. If you are sourcing drivelines, lengths can not be eyeballed. A shaft that is even off by a small amount can trigger vibration, slip yoke concerns, or early wear on U-joints and bearings. The very same is true with custom U bolts. You require the correct diameter, inside width, inside length, thread size, and product grade, and those numbers ought to originate from the real axle and spring pack, not a guess from memory.

For driveline work, the most reputable measurements are taken under the truck at regular trip height. That matters because suspension position changes the angle and working length of the shaft. A truck on a lift with the axle sagged can produce deceptive numbers. If the truck has a lift kit, drooping springs, or a changed transmission, those changes impact the last measurement. I have actually seen a half-inch inconsistency create a lot of unneeded chasing, especially when a shop is trying to dismiss vibration on a truck that only shows the issue under load.

Custom U bolts should have the same level of care. Individuals sometimes believe a U bolt is a generic fastener, but it is not. The clamp load on a spring pack or axle assembly depends upon more than thread size. If the U bolt is too brief, the nut engagement is jeopardized. If it is too long, the additional threads can disrupt other components or decrease clamping consistency if the design is incorrect. The bend radius need to fit the axle tube

and spring pack. The product grade must be proper for the weight and use case. On trucks that see rough work, that is not a place to conserve a few dollars.

Choose suppliers who ask excellent questions

One of the simplest methods to separate a parts counter that comprehends trucks from one that only moves boxes is to focus on the concerns they ask. A great provider does not just want a year, make, and design. They ask about lift height, wheelbase, axle tags, transmission type, engine, taxi configuration, and whether the truck has actually been customized. That is particularly crucial with drivelines, due to the fact that factory specs can differ between engine packages and drivetrain setups in manner ins which are not apparent at a glance.



In Eugene, the very best local suppliers tend to know that a truck used for building and construction, forestry, farming, or service work will need a more cautious match than a stock commuter car. They are used to dealing with trucks that have actually been fixed by multiple turn over the years. If you are working with a store that immediately reaches for the part number without asking anything else, proceed thoroughly. Part numbers are useful, however they are not a substitute for fitment knowledge.

There is likewise value in picking suppliers who understand the difference between replacement and correction. Some parts are easy replacements. Others solve an issue. If a driveline vibration is caused by worn pinion bearings or bad provider positioning, buying a new shaft alone may not fix it. Likewise, custom U bolts may reveal a bent spring perch or tired leaf pack. A thoughtful supplier will discover those possibilities and help you avoid repeating the very same repair.

Don't let rate be the only filter

Price matters, of course. No one ought to pay too much for common truck parts when a reasonable alternative exists. Still, the most affordable cost can be expensive if it leads to downtime, repeated labor, or damage to adjacent parts. That is specifically true with drivelines and suspension hardware, where the labor to eliminate and reinstall the part can go beyond the part expense quickly.

A cheap driveline that runs out of balance by a small amount can produce vibrations that are tough to trace and irritating to drive with. A poor-quality U bolt can stretch, lose clamp load, or stop working to seat correctly. A deal part that requires a 2nd teardown is seldom a bargain for long. What typically pays off is a careful contrast of price, lead time, material quality, and self-confidence in the fit.

In practice, I would rather see someone invest a little more on the appropriate part than chase after a less expensive version that develops negative effects. That does not imply buying the most expensive option. It means comprehending what the part does, where the threat lives, and what failure would cost. On a work truck, reliability belongs to the operating budget.



Know when custom is worth it

Custom U bolts are not an extravagance, they are often the right response. Any truck with lift changes, swap axles, modified suspension packs, or nonstandard axle tube measurements might need U bolts made to spec. The exact same goes for restored older trucks, where initial hardware may no longer be available in the right measurements or grade. In these cases, custom fabrication is not a workaround. It is the proper fit.

Drivelines also become custom extremely quickly. As soon as a truck has actually been lifted, lowered, converted, or rebuilt with non-original driveline components, the shaft length and balance often need to be customized. If the truck has actually seen a transmission swap, a various rear axle, or even a major suspension change, a stock replacement may not be right. A custom shaft lets the shop match length, yoke design, tube size, and U-joint configuration to the actual vehicle.

A practical rule uses here. If the truck has more than one modification that impacts the drivetrain or suspension, custom is typically less risky than trying to require a stock part into place. The up-front effort is higher, however completion outcome is cleaner. Trucks are better when the driveline geometry is ideal and the suspension hardware is securing as designed.

Use regional knowledge to your advantage

Eugene has a strong network of repair shops, fabrication businesses, and parts providers that understand regional truck demands. That regional understanding can save hours. A shop that frequently deals with Pacific Northwest work automobiles will know how moisture, roadway spray, and corrosion impact fasteners and driveline parts. They will likewise comprehend the real-world requirement to keep trucks moving through damp months, not just on a perfect shop floor.

That matters in the sourcing process because some truck parts are interchangeable in theory however not in the field. A provider who has actually seen the same drivetrain family lot of times can tell you which U-joint series is common, which yoke designs tend to give difficulty, or which replacement U bolts tend to seat much better on a particular axle. Local experience also helps with turnaround time. If a truck is down, waiting on a part delivered from across the country can be much more expensive than paying for a regional order that gets the lorry back on the road two days sooner.

There is also worth in being able to bring the old part in. A used U bolt narrates. A twisted shaft, chewed yoke, or elongated spring plate hole frequently reveals more than a spreadsheet ever will. A regional provider can take a look at the part in hand and catch things that photos miss.

Inspect the associated elements before you order

A new truck part rarely works alone. The surrounding hardware frequently identifies whether the repair lasts. When sourcing drivelines, analyze the U-joints, carrier bearing, slip yoke, pinion yoke, and transmission output seal. If any of those are worn, a new shaft can be jeopardized early. Vibration problems typically include more than one offender, so replacing just the apparent part might not be enough.

With custom U bolts, check the spring plates, axle seats, and leaf pack condition. If the spring pack has actually moved, broken leaves, or worn center bolts, the new hardware might clamp a problem rather than fix it. On older trucks, deterioration can thin out the spring plate around the hole, which changes how the load transfers. If that is ignored, even a correctly made U bolt might not hold as intended.

This is the kind of action that separates a fast parts swap from a long lasting repair. Trucks are systems. A good source of truck parts treats them that method. The part itself matters, but so does everything it touches.

Ask for the specifications that actually matter

When you are purchasing drivelines, custom U bolts, or other truck parts, the most helpful documentation is not fancy. It is dimensional and specific. A supplier must be able to tell you what they need to match and why. For a driveline, that might include compressed and extended length, tube size, yoke series, spline count, and balance

requirements. For custom U bolts, it might include leg length, bend width, thread size, material grade, and nut style.

A short checklist helps keep the process clean:

- confirm axle and suspension information before ordering
- measure under the truck at trip height when possible
- bring the old part if it can be gotten rid of safely
- verify product grade for load-bearing hardware
- ask whether the part is stock replacement or custom-built

That kind of discipline saves money and lowers rework. It also helps when there is more than a single person included, such as a fleet manager, mechanic, and parts counter all attempting to collaborate the exact same repair. Clear specs decrease confusion and avoid the familiar issue of everybody presuming another person verified the dimensions.

Pay attention to fabrication quality

Not all custom work is equal. Two parts can have the exact same dimensions and act extremely differently once installed. For drivelines, weld quality, tube straightness, and balance are important. A shaft can look fine on a bench and still vibrate on the road if the fabrication process was negligent. Balance issues generally show up at speed, typically around 40 to 60 mph, and they can be discouraging due to the fact that they seem like tire or bearing issues at first.

Custom U bolts reveal a comparable divide. The bend needs to be clean and symmetrical. Threads need to be cut properly, not mangled. The finish must fit the environment, particularly in Eugene where damp weather condition can accelerate rust. A well-crafted part will seat naturally and preserve clamp load. A careless one may work for a while, then start to move or loosen up under duplicated load cycles.

This is where it pays to inspect the part before installation. You do not need to be a machinist to spot obvious problems. Uneven bends, bad thread quality, inconsistent plating, or apparent mismatch to the axle are all alerting signs. When a part is going to hold up the rear of a truck or send power down the centerline of the chassis, "close adequate" is not a serious standard.

Plan for downtime before the truck is on the lift

An unexpected amount of sourcing trouble comes from poor timing. People often wait up until a truck is already torn apart to start purchasing parts. That creates pressure, and pressure triggers [drivelines](#) shortcuts. If you know a driveline is worn or a spring pack needs new custom U bolts, source the parts before the teardown when possible. That way, the truck does not sit half-disassembled while somebody attempts to rush a special order.

This is particularly helpful for fleet cars or specialist trucks that can not remain down long. Even a day or 2 of downtime can disrupt shipment schedules, service calls, or task progress. A little planning assists. Validate part availability first. Validate whether custom fabrication is needed. Ask about lead times before the truck goes into the bay. If the car is important to the work week, those few phone calls can conserve a lot of stress.

An excellent parts source will be sincere about timing. If a custom driveline needs balancing and an unique yoke, it is much better to understand that in advance than to discover it after the truck is currently in pieces. Exact same with custom U bolts. If they require to be made to length, there is no point pretending they will be ready instantly.



Build relationships with people who comprehend the trade

There is still genuine worth in knowing the individual behind the counter or the producer who approves the work. That relationship pays off when you have an oddball axle, a modified suspension, or a driveline concern that does not fit a standard response. Individuals who work with trucks every day establish a feel for what will hold up and what will return with a problem.

That type of relationship is especially beneficial in a location like Eugene, where trucks serve a large mix of markets and conditions. A trustworthy supplier remembers how a specific fleet is configured, what parts have worked in the past, and where the common failure points are. In time, that memory becomes part of the repair procedure. You invest less time re-explaining the truck and more time getting the ideal part on the very first try.

The best sourcing decisions typically originate from that mix of information and trust. The numbers still matter. The measurements still matter. However judgment matters too, especially with drivelines and custom U bolts, where small errors become big vibrations or hardware failures.

Truck parts, when sourced well, disappear into the job they are suggested to do. The truck begins, pulls, carries, and settles into service without calling attention to itself. That is the standard worth going for in Eugene, whether the truck is an everyday workhorse, a brought back classic, or a modified rig that requires a little additional attention to get everything lined up properly. The right parts, the right measurements, and the ideal source make that result a lot more likely.

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.