

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 parts looks uncomplicated till you are standing beside a handicapped rig, attempting to choose whether the concern is in the driveline, a suspension fastener, or a part that has been quietly using itself out for

months. The difficulty is that truck parts do not stop working in cool, separated methods. 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 should have been caught long before installation. That is why a major purchaser requires more than a parts catalog and a part number. You need a working understanding of how the pieces mesh, what can be reused safely, and where the low-cost alternative becomes expensive in a hurry.

For fleet supervisors, owner operators, farm trucks, trade equipment, and anyone who keeps a heavy-duty lorry on the roadway, the purchase choice is seldom about cost alone. It is about downtime, fitment, sturdiness, and the self-confidence that the part you set up will make it through genuine service. The very best purchasers find out to check out wear patterns, ask the ideal concerns, and judge providers by the information they provide, not simply by the label on the box.

The driveline should have more attention than it generally gets

A driveline is among those systems individuals neglect up until it grumbles loudly. Then the conversation turns urgent. A truck that starts to shake at highway speed, establishes a clunk when shifting into equipment, or reveals a rhythmic thump under load is typically sending a message from the driveline. That message is simple to misread if you do not comprehend the basics.

At its core, the driveline transfers torque from the transmission or transfer case to the axle. That sounds simple, but the assembly needs to work under changing angles, varying loads, and continuous motion from suspension travel. A shaft that is slightly out of balance at a glance can become a pricey issue on the road. A used slip yoke can mimic tire problem. A bad universal joint can make a truck feel rough enough that motorists start blaming the engine or transmission.

The most important buying lesson is that driveline parts ought to be matched to the truck's actual operating conditions, not simply its year, make, and model. A service truck that invests its life on pavement has different needs than a dump truck, a logging rig, or a lorry that sees duplicated articulation on uneven ground. The ideal replacement often depends upon shaft length, working angle, power output, operating speed, and the type of abuse the truck sees on a normal day.

One shop owner I worked with treated every vibration grievance as a wheel balance concern. That worked up until a medium-duty truck was available in two times in one month with the very same grievance. The issue turned out to be a driveline angle that had actually drifted after suspension work, combined with a worn U-joint that only showed signs under load. The parts costs was modest. The labor, plus the wasted time chasing after the incorrect medical diagnosis, was not. That is the surprise cost of treating driveline repairs as guesswork.

What to check before purchasing replacement driveline parts

A correct assessment is worth more than a stack of replacement parts ordered in a rush. 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 same time. On a truck that has actually worked hard, it prevails to find more than one issue at once.

If the shaft is visibly dented, twisted, or has missing balance weights, replacement is normally the much better relocation. If the U-joints program play, rust bleeding from the caps, or signs of heat, they should not be ignored. If the slip yoke shows galling or binding, the shaft might be attempting to relocate a method the suspension no longer supports. Changing one worn part and leaving another jeopardized component in location frequently results in a repeat repair.

When ordering drivelines, the measurements matter. Tube size, wall thickness, shaft length, flange pattern, spline count, and operating angle all affect fit and efficiency. A buyer who can provide accurate measurements conserves time and avoids the common error of buying a "close sufficient" replacement that arrives only to expose an inequality in yokes or overall length.

Custom U-bolts are a small part with outsized consequences

Few components 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 choice can produce positioning concerns, allow axle shift, or compromise securing force in a suspension system that depends upon consistent preload. On trucks that carry, tow, or work off-road, that matters more than numerous buyers realize.

U-bolts clamp the axle to the spring pack or related suspension assembly. They are supposed to hold tension, resist tiredness, and preserve 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 smarter method is to deal with U-bolts as consumable hardware when suspension work is included, especially if the automobile is older or has actually seen a lot of direct exposure to salt, mud, or chemical road treatment.

Custom U bolts become specifically crucial when a truck has actually been modified. Raise kits, suspension modifications, axle swaps, spring conversions, and occupation upfits frequently leave standard hardware out of spec. A generic part might appear close, however "close" is not the same as right when clamp load and thread engagement are at stake. The radius, leg length, thread diameter, width, and inside spread have to match the application. A few millimeters off can affect how the nut seats and how the assembly secures under vibration.

There is likewise a practical service concern. When a professional has to require an uncomfortable U-bolt into location, the install itself ends up being suspect. Threads get damaged, nuts gall, and torque readings end up being less trustworthy. The buyer conserves a little on the front end and spends for it later on in labor and lost confidence.

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

A great deal of pricey errors begin with a recycled fastener that should 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, removed nuts, flattened washers, or visible contortion all point toward replacement. So does any evidence that the axle has moved under load.

If a truck has actually been in service for several years and the suspension is already apart, replacement is typically the much better buy even when the old hardware still "looks fine." That judgment originates from experience more than theory. U-bolts are inexpensive compared to the repercussions of a loose axle or jeopardized securing force. The parts costs is not the real question. The genuine question is whether you wish to rely on old hardware underneath a crammed car that may be running countless miles between major inspections.

The smartest truck parts purchasers believe in systems, not specific pieces

A truck is a system of synergistic parts, which is specifically real in the driveline and suspension areas. Replacing 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 very same grievance because the origin was only partly addressed.

That is why major buyers take a look at truck parts in context. If a U-joint stopped working due to the fact that the driveline angle is wrong, the new joint may not last. If the axle has moved because U-bolts lost clamp force, a fresh shaft may still vibrate. If the spring bushings are used, the geometry modifications under load and the rest of the hardware gets blamed for an issue caused elsewhere.

This is where great suppliers identify themselves. A strong parts partner requests for the automobile's use case, not just the VIN. They would like to know whether the truck is stock, raised, filled, driven on-road, or exposed to serious service. They also know when to flag a possible mismatch. That sort of feedback is worth spending for, due to the fact that it decreases the possibility of buying the incorrect truck parts twice.

A purchaser who only chases after the lowest system price typically gets burned on freight, downtime, and repeat labor. A buyer who values fitment and life span usually winds up ahead. The difference is visible in fleets, where a single avoidable failure can sideline a vehicle, disrupt scheduling, and force mechanics into reactive work rather than planned maintenance.

How to evaluate quality without getting lost in marketing language

Truck parts brochures have plenty of appealing descriptions. A few of them work. Numerous are simply sound. The buyer's job is to differentiate genuine specification from vague sales language.

For driveline components, the essential concerns are simple. What material is used in the shaft and tubing? Are the welds constant? Is the assembly balanced for the intended 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 production procedure matched to the load? For suspension and related truck parts, what is the expected service environment and how does the part hold up under corrosion, heat, and repeated vibration?

Certification and testing claims ought to be treated carefully. If a supplier makes a claim, ask what it in fact indicates in useful terms. A part built to a specific requirements is only useful if that specification uses to your truck and your application. A durable label on its own is not a warranty. Also, a lower-cost replacement may work effectively if it originates from a respectable manufacturer with consistent measurements and proper product choice. The price does not inform the whole story.

When possible, compare real measurements, not simply model compatibility notes. A truck that has actually been modified, fixed, or converted may no longer match stock setup precisely. That is particularly typical in trade fleets and older service lorries. A cautious purchaser checks before ordering, due to the fact that even small differences in length, clamp width, or flange pattern can mean the difference between a clean set up and a return shipment.

The concealed cost of getting truck parts wrong

Mistakes in truck parts procurement seldom remain on the parts invoice. They appear in labor hours, postponed shipments, remodel, missed consultations, and annoyed chauffeurs. A truck that comes back into the bay for the very 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 problem. For an owner operator, it can suggest a missed load or a weekend under the truck rather than on the road.

There is also the expense of civilian casualties. A driveline issue left unresolved can beat up bearings, seals, and transmission elements. A suspension fastener installed incorrectly can impact axle alignment and tire wear. An overlooked vibration can create repetitive tension in the cab, the mounts, and even the frame. By the time the original fault is determined, the truck might need numerous repair work rather than one.

This is why knowledgeable purchasers typically keep a closer eye on service intervals after major element replacement. A fresh driveline should be checked after a burglary period. U-bolts ought to be torqued to specification and reconsidered if the application requires it. Any indication of movement, shifting, or unusual wear requires immediate attention. The very best maintenance programs are not rigid checklists. They are responsive to what the car is telling you.

Practical buying habits that conserve cash and downtime

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

First, record what came out of the truck before purchasing replacements. Measurements, part numbers, photos of wear, and notes about operating conditions save time later. Second, ask whether a part is suggested for stock, heavy-duty, or custom usage. Third, change related hardware when the task validates it, especially fasteners and use products that have actually already been worried. 4th, buy from providers who comprehend trucks as working equipment, not just as brochure entries.

If you are sourcing drivelines, make certain the provider can help with length, balance, yokes, and operating angles. If you are ordering custom U bolts, validate the bend radius, leg length, thread size, and clamp requirements before cash modifications hands. If you are shopping for wider truck parts, be clear about the responsibility cycle. A truck that idles throughout the day, crawls over rough ground, or pulls heavy loads has a different parts profile than a lightly used highway unit.

A good parts purchase typically feels uninteresting after the fact. That is generally a sign you got it right. The truck returns to work. The vibration disappears. The axle stays put. The phone does not ring with a repeat complaint. Boring is underrated in fleet maintenance.

The purchaser's edge comes from asking better questions

The most trustworthy method to purchase drivelines, custom U bolts, and truck parts is to deal with the purchase as a technical decision, not a transaction. That does not suggest every buyer requires to become a mechanic. It does mean discovering enough about the system to spot weak responses and prevent guesswork.

When a supplier can discuss fitment, material, measurements, and application without hiding behind unclear language, that is a good sign. When a part is used without any concern for the truck's actual usage, that is a caution. Trucks live tough lives. Their parts ought to be picked by people who appreciate that reality.

A well-chosen driveline can get rid of years of annoyance vibration. Proper custom U bolts can [truck parts Anderson Brothers Truck & Equipment](#) safeguard axle area and suspension geometry under load. The best truck parts, selected with care, minimize downtime and extend the beneficial life of the car. That is what good purchasing looks like. It is not flashy, 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](#) 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](#), 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.