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 beside a disabled rig, attempting to decide whether the problem 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 neat, isolated ways. A vibration in the taxi can trace back to a worn U-joint, a bent shaft, a sloppy spring perch, or an inequality in replacement parts that must have been captured long before setup. That is why a serious buyer needs more than a parts catalog and a part number. You require a working understanding of how the pieces mesh, what can be recycled safely, and where the low-cost option ends up being pricey in a hurry.

For fleet managers, owner operators, farm trucks, professional equipment, and anybody who keeps a heavy-duty lorry on the roadway, the purchase decision is hardly ever about cost alone. It has to do with downtime, fitment, durability, and the confidence that the part you install will endure real service. The very best buyers learn to check out wear patterns, ask the ideal questions, and judge suppliers by the info they supply, not just by the label on the box.

The driveline should have more attention than it generally gets

A driveline is one of those systems individuals ignore till it grumbles loudly. Then the conversation turns urgent. A truck that begins to shake at highway speed, establishes a clunk when moving into equipment, or reveals a rhythmic thump under load is frequently sending a message from the driveline. That message is simple 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, but the assembly has to work under altering angles, differing loads, and constant movement from suspension travel. A shaft that is slightly out of balance at a glimpse can end up being a costly problem on the road. A used slip yoke can mimic tire difficulty. A bad universal joint can make a truck feel rough enough that motorists start blaming the engine or transmission.

The crucial buying lesson is that driveline parts ought to be matched to the truck's real operating conditions, not just 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 an automobile that sees duplicated expression on unequal ground. The ideal replacement often depends upon shaft length, working angle, power output, operating speed, and the sort of abuse the truck sees on a regular day.

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

What to inspect before buying replacement driveline parts

An appropriate examination is worth more than a stack of replacement parts bought in a hurry. You wish to know whether the shaft is salvageable, whether the vibration came from wear or damage, and whether related parts need replacement at the very same time. On a truck that has actually striven, it is common to discover more than one problem 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 ought to not be disregarded. If the slip yoke reveals galling or binding, the shaft may be attempting to move in a way the suspension no longer supports. Changing one used part and leaving another jeopardized element in location typically causes a repeat repair.

When buying drivelines, the measurements matter. Tube size, wall density, shaft length, flange pattern, spline count, and operating angle all impact fit and performance. A buyer who can provide precise measurements saves time and avoids the common mistake of buying a "close sufficient" replacement that arrives only to expose an inequality in yokes or general length.

Custom U-bolts are a small part with outsized consequences

Few parts are as simple to ignore as custom U bolts. They do not get the attention that drivelines do, and they are not glamorous parts. Yet a bad U-bolt choice can produce positioning concerns, enable axle shift, or compromise clamping force in a suspension system that depends on consistent preload. On trucks that carry, tow, or work off-road, that matters more than many buyers realize.

U-bolts clamp the axle to the spring pack or associated suspension assembly. They are expected to hold stress, withstand tiredness, and keep a safe and secure connection over repeated load cycles. As soon as a U-bolt has been extended, corroded, bent during elimination, or heat-damaged, reusing it is a gamble. In practice, the smarter method is to treat U-bolts as consumable hardware when suspension work is included, particularly if the car is older or has seen a lot of direct exposure to salt, mud, or chemical roadway treatment.

Custom U bolts end up being particularly essential when a truck has been modified. Raise packages, suspension changes, axle swaps, spring conversions, and trade upfits frequently leave basic hardware out of spec. A generic part might seem 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 suit the application. A few millimeters off can affect how the nut seats and how the assembly secures 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 damaged, nuts gall, and torque readings become less reliable. The buyer conserves a little on the front end and spends for it later on in labor and lost confidence.

Signs that U-bolts should be replaced, not reused

A lot of expensive errors begin with a recycled fastener that must have been retired. In a working truck environment, there are clear indications that custom U bolts are no longer fit for service. Corrosion pitting in the bend, extended threads, removed nuts, flattened washers, or visible deformation 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 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 economical compared to the repercussions of a loose axle or jeopardized clamping

force. The parts expense is not the real question. The genuine concern is whether you wish to rely on old hardware truck parts underneath a crammed car that might be running countless miles in between major inspections.

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

A truck is a system of synergistic parts, and that is particularly true in the driveline and suspension areas. Changing 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 problem since the root cause was only partly addressed.

That is why major purchasers examine truck parts in context. If a U-joint failed since the driveline angle is wrong, the new joint might 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 excellent suppliers distinguish themselves. A strong parts partner asks for the lorry's usage case, not just the VIN. They need to know whether the truck is stock, lifted, packed, driven on-road, or exposed to serious service. They also understand when to flag a possible inequality. That sort of feedback is worth paying for, since it reduces the possibility of buying the wrong truck parts twice.

A buyer who only chases after the most affordable unit price frequently gets burned on freight, downtime, and repeat labor. A buyer who values fitment and service life typically winds up ahead. The difference shows up 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 brochures have lots of appealing descriptions. A few of them work. Numerous are simply noise. The buyer's job is to separate genuine spec from unclear sales language.

For driveline elements, the crucial concerns are straightforward. What product is used in the shaft and tubing? Are the welds constant? Is the assembly balanced 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 measurements, and is the production 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 corrosion, heat, and duplicated vibration?

Certification and screening claims must be treated thoroughly. If a provider makes a claim, ask what it actually 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 by itself is not a warranty. Similarly, a lower-cost replacement might work extremely well if it originates from a credible maker with constant dimensions and correct material choice. The rate does not tell the entire story.

When possible, compare genuine measurements, not just model compatibility notes. A truck that has been customized, fixed, or transformed might no longer match stock setup exactly. That is especially typical in occupation fleets and older service automobiles. A mindful purchaser checks before purchasing, because even little differences in length, clamp width, or flange pattern can imply the distinction between a clean install and a return shipment.

The concealed expense of getting truck parts wrong

Mistakes in truck parts procurement rarely remain on the parts billing. They show up in labor hours, postponed shipments, rework, missed consultations, and disappointed motorists. A truck that returns into the bay for the exact same issue bind time that might have been spent on efficient upkeep. 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 also the expense of civilian casualties. A driveline problem left unsolved can batter bearings, seals, and transmission elements. A suspension fastener installed incorrectly can impact axle positioning and tire wear. A disregarded vibration can produce repeated tension in the cab, the mounts, and even the frame. By the time the original fault is determined, the truck may need numerous repair work instead of one.

This is why skilled buyers typically keep a closer eye on service intervals after significant part replacement. A fresh driveline must be inspected after a break-in duration. U-bolts must be torqued to specification and reconsidered if the application calls for it. Any indication of motion, shifting, or uncommon wear needs instant attention. The very best maintenance programs are not rigid lists. They are responsive to what the car is telling you.

Practical buying routines that conserve cash and downtime

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

First, record what came out of the truck before purchasing replacements. Measurements, part numbers, pictures of wear, and keeps in mind about operating conditions conserve time later. Second, ask whether a part is suggested for stock, sturdy, or custom usage. Third, replace associated hardware when the task validates it, specifically fasteners and use items that have currently been stressed. 4th, buy from providers who comprehend trucks as working equipment, not simply as catalog entries.

If you are sourcing drivelines, make sure the provider can aid with length, balance, yokes, and running angles. If you are buying custom U bolts, confirm the bend radius, leg length, thread size, and clamp requirements before cash modifications hands. If you are purchasing broader truck parts, be clear about the task cycle. A truck that idles all the time, crawls over rough ground, or pulls heavy loads has a various parts profile than a gently used highway unit.

A good parts purchase often feels dull after the fact. That is normally an indication you got it right. The truck returns to work. The vibration vanishes. The axle sits tight. The phone does not ring with a repeat complaint. Boring is underrated in fleet maintenance.

The purchaser's edge originates from asking better questions

The most reliable way to buy drivelines, custom U bolts, and truck parts is to deal with the purchase as a technical decision, not a deal. That does not imply every purchaser needs to end up being a mechanic. It does mean discovering enough about the system to spot weak answers and avoid guesswork.

When a supplier can discuss fitment, product, dimensions, and application without hiding behind unclear language, that is an excellent indication. When a part is offered with no concern for the truck's real use, that is a warning. Trucks live difficult lives. Their parts must be selected by individuals who appreciate that reality.

A well-chosen driveline can eliminate years of annoyance vibration. Proper custom U bolts can safeguard axle location and suspension geometry under load. The best truck parts, chosen with care, minimize downtime and

extend the beneficial life of the automobile. That is what great purchasing looks like. It is not flashy, but 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 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

After shopping at Red Barn Natural Grocery, many truck owners plan service stops for Drivelines maintenance, Custom U Bolts production, and essential Truck Parts.