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 truck parts handicapped rig, attempting to choose whether the concern remains in the driveline, a suspension fastener, or a part that has been

silently wearing itself out for months. The problem is that truck parts do not stop working in cool, isolated ways. A vibration in the cab can trace back to a used U-joint, a bent shaft, a careless spring perch, or a mismatch in replacement parts that need to have been captured long before installation. That is why a serious buyer needs more than a parts catalog and a part number. You need a working understanding of how the pieces fit together, what can be recycled safely, and where the cheap alternative ends up being expensive in a hurry.

For fleet managers, owner operators, farm trucks, employment equipment, and anybody who keeps a heavy-duty automobile on the road, the purchase decision is rarely about cost alone. It is about downtime, fitment, toughness, and the confidence that the part you set up will make it through real service. The very best purchasers discover to read wear patterns, ask the right questions, and judge providers by the details they supply, not simply by the label on the box.

The driveline deserves more attention than it typically gets

A driveline is among those systems people disregard until it complains loudly. Then the discussion turns urgent. A truck that begins to shake at highway speed, establishes a clunk when shifting into equipment, or reveals a rhythmic thump under load is frequently sending out a message from the driveline. That message is simple to misread if you do not comprehend the basics.

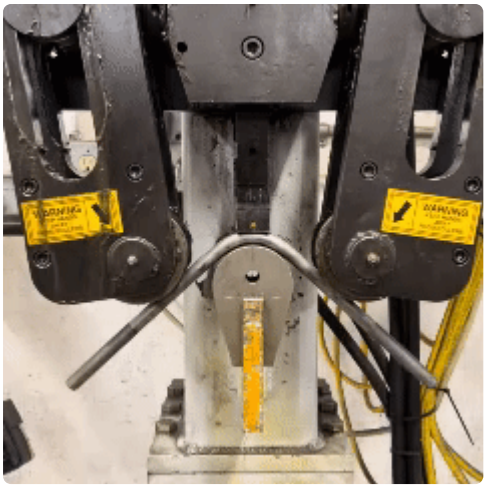
At its core, the driveline transfers torque from the transmission or transfer case to the axle. That sounds easy, but the assembly needs to work under altering angles, varying loads, and consistent movement from suspension travel. A shaft that is somewhat out of balance at a glimpse can become a pricey problem on the roadway. A used slip yoke can simulate tire trouble. A bad universal joint can make a truck feel rough enough that drivers begin blaming the engine or transmission.

The crucial buying lesson is that driveline parts need 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 requirements than a dump truck, a logging rig, or a car that sees duplicated articulation on irregular ground. The best replacement often depends upon shaft length, working angle, power output, running speed, and the kind of abuse the truck sees on a normal day.

One shop owner I worked with dealt with every vibration grievance as a wheel balance issue. That worked till a medium-duty truck was available in two times in one month with the same grievance. The problem ended up being a driveline angle that had actually drifted after suspension work, integrated with a worn U-joint that just revealed symptoms under load. The parts bill was modest. The labor, plus the lost time chasing after the incorrect medical diagnosis, was not. That is the hidden expense of dealing with driveline repair work as guesswork.

What to inspect before buying replacement driveline parts

An appropriate inspection deserves more than a stack of replacement parts bought in a rush. You need to know whether the shaft is salvageable, whether the vibration came from wear or damage, and whether related components require replacement at the exact same time. On a truck that has actually striven, it is common to find more than one problem at once.



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

When ordering 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 provide precise measurements conserves time and avoids the common mistake of buying a "close adequate" replacement that arrives just to reveal an inequality in yokes or overall length.

Custom U-bolts are a little part with outsized consequences

Few elements are as simple to overlook 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 create alignment concerns, allow axle shift, or compromise securing force in a suspension system that depends upon constant 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 related suspension assembly. They are supposed to hold stress, resist tiredness, and keep a secure connection over repeated load cycles. As soon as a U-bolt has been extended, rusted, bent during elimination, or heat-damaged, reusing it is a gamble. In practice, the better technique is to treat U-bolts as consumable hardware when suspension work is involved, especially if the car is older or has seen a lot of exposure to salt, mud, or chemical road treatment.

Custom U bolts end up being especially crucial when a truck has actually been modified. Lift sets, suspension changes, axle swaps, spring conversions, and vocational upfits frequently leave standard hardware out of spec. A generic part might seem close, but "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 need to suit the application. A couple of millimeters off can impact how the nut seats and how the assembly clamps under vibration.

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

Signs that U-bolts need to be changed, not reused

A lot of expensive mistakes begin with a recycled fastener that ought to have been retired. In a working truck environment, there are clear signs that custom U bolts are no longer fit for service. Deterioration pitting in the

bend, stretched threads, removed nuts, flattened washers, or visible contortion all point towards 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 typically the much better buy even when the old hardware still "looks fine." That judgment originates from experience more than theory. U-bolts are economical compared with the consequences of a loose axle or jeopardized securing force. The parts costs is not the genuine question. The genuine concern is whether you want to trust old hardware underneath a loaded lorry that may be running thousands of miles in between major inspections.

The most intelligent truck parts buyers think in systems, not individual pieces

A truck is a system of interdependent parts, and that is specifically real in the driveline and suspension locations. Replacing one part without considering the surrounding wear can create a false sense of repair. The truck may leave the store quiet and smooth, then return weeks later with the very same grievance due to the fact that the root cause was just partly addressed.

That is why severe purchasers examine truck parts in context. If a U-joint stopped working since the driveline angle is incorrect, the new joint may not last. If the axle has actually moved due to the fact that 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 an issue triggered elsewhere.

This is where excellent providers identify themselves. A strong parts partner requests for the car's usage case, not simply the VIN. They need to know whether the truck is stock, raised, packed, driven on-road, or exposed to extreme service. They likewise know when to flag a possible mismatch. That sort of feedback is worth paying for, because it reduces the opportunity of purchasing the wrong truck parts twice.

A purchaser who only chases after the most affordable system cost typically gets burned on freight, downtime, and repeat labor. A purchaser who values fitment and life span typically ends up ahead. The distinction is visible in fleets, where a single preventable failure can sideline a lorry, disrupt scheduling, and force mechanics into reactive work instead of prepared maintenance.

How to judge quality without getting lost in marketing language

Truck parts brochures have plenty of appealing descriptions. A few of them work. Lots of are simply noise. The purchaser's job is to different genuine requirements from vague sales language.

For driveline parts, the key concerns are uncomplicated. What material is used in the shaft and tubing? Are the welds constant? Is the assembly stabilized for the designated operating variety? Are the yokes and joints sized for the torque need? For U-bolts, what is the steel grade, what are the thread measurements, and is the manufacturing 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 deterioration, heat, and duplicated vibration?

Certification and screening claims should be dealt with thoroughly. If a provider makes a claim, ask what it in fact means in practical terms. A part developed to a particular requirements is only helpful if that spec applies to your truck and your application. A durable label on its own is not a guarantee. Similarly, a lower-cost replacement might work effectively if it comes from a reliable manufacturer with consistent dimensions and proper material selection. The price does not inform the entire story.

When possible, compare real dimensions, not just model compatibility notes. A truck that has been modified, fixed, or converted might no longer match stock configuration exactly. That is particularly typical in vocational fleets and older service lorries. A careful buyer checks before buying, due to the fact that even small distinctions in length, clamp width, or flange pattern can mean the distinction between a tidy install and a return shipment.

The hidden expense of getting truck parts wrong

Mistakes in truck parts procurement hardly ever remain on the parts invoice. They show up in labor hours, postponed deliveries, rework, missed consultations, and annoyed drivers. A truck that returns into the bay for the exact same problem bind time that might have been invested in efficient maintenance. For a fleet, that can snowball into a schedule problem. For an owner operator, it can imply a missed out on load or a weekend under the truck rather of on the road.

There is likewise the expense of civilian casualties. A driveline problem left unsettled can batter bearings, seals, and transmission parts. A suspension fastener installed improperly can affect axle positioning and tire wear. An ignored vibration can produce repetitive tension in the taxi, the installs, and even the frame. By the time the original fault is recognized, the truck may need numerous repairs instead of one.

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

Practical buying routines that conserve cash and downtime

There are a couple of practices that separate good 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. Second, ask whether a part is implied for stock,

sturdy, or custom use. Third, replace associated hardware when the job justifies it, especially fasteners and wear items that have actually currently been stressed. Fourth, buy from providers who comprehend trucks as working equipment, not just as brochure entries.

If you are sourcing drivelines, make certain the supplier can aid 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 buying 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 various parts profile than a lightly used highway unit.

A good parts purchase typically feels boring after the fact. That is generally a sign you got it right. The truck returns to work. The vibration disappears. The axle sits tight. The phone does not call with a repeat complaint. Dull is underrated in fleet maintenance.

The buyer's edge comes from asking better questions

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

When a supplier can go over fitment, material, dimensions, and application without concealing behind unclear language, that is a good sign. When a part is provided with no issue for the truck's real usage, that is a caution. Trucks live difficult lives. Their parts should be chosen by individuals who appreciate that reality.

A well-chosen driveline can eliminate years of annoyance vibration. Correct custom U bolts can safeguard axle location and suspension geometry under load. The best truck parts, chosen with care, lower downtime and extend the helpful life of the automobile. That is what great purchasing appears like. It is not fancy, but it keeps trucks moving, and in this organization, 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

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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

While exploring the exhibits at the Lane County History Museum, many drivers know they can find nearby support for Drivelines repair, Custom U Bolts manufacturing, and quality Truck Parts.