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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A truck does not usually fail in a dramatic way the first time a driveline or suspension element starts to go bad. More frequently, it provides you hints. A minor vibration at highway speed. A clunk when shifting into equipment.

Uneven tire wear that seems small at first, then starts chewing through rubber quicker than it should. By the time a chauffeur in the Eugene area notifications those signs, the issue has actually typically been establishing for a while.

Choosing the right drivelines and truck parts near Eugene, OR is not simply a matter of finding the least expensive part on the rack. It is about matching the component to the real work, the surface, the truck's age, and the method it is used. A logging truck, a landscape trailer rig, a farm truck, and a daily work pickup all ask various things from the same basic hardware. When the fit is wrong, the expense appears rapidly in downtime, rough operation, and premature wear.

Eugene has its own set of conditions that matter here. Wet winters, steep grades in the surrounding region, combined highway and backroad driving, and a large range of work applications all put real stress on driveline elements, U bolts, joints, and related truck parts. The best option starts with comprehending how those pieces collaborate, not simply what name is stamped on the box.

The driveline is only as excellent as the system around it

People often speak about drivelines as though they are a single part. In truth, the driveline is a system. It consists of the shaft itself, yokes, universal joints, slip parts, and in some cases support bearings depending on the truck's configuration. If one piece is out of spec, bent, used, or just not suited to the lorry's application, the entire system can vibrate, bind, or fail sooner than expected.

That is why identifying a driveline problem takes more than eyeballing the shaft. A truck that has new tires however continues to vibrate may be handling angle issues instead of a bad tire balance. A truck that has actually had recent suspension work might now have a pinion angle problem because the axle sits in a different way than it did in the past. Even small modifications in trip height can matter. On a work truck, especially one that frequently hauls or tows, a fraction of an inch can modify operating angles enough to develop a noticeable shake at particular speeds.

A great parts provider or driveline store will ask about how the truck is used, what speeds the vibration appears at, whether the truck is raised or reduced, and whether any other repair work were done just recently. Those questions are not little talk. They are how the genuine problem gets narrowed down.

What matters most when picking drivelines

The crucial thing to get right is application fit. A driveline that works fine for local delivery work may not hold up under repeated towing or steep-grade hauling. The shaft length, tube diameter, wall thickness, balance, and joint size all require to match the truck's demands.

If a truck is stock and used naturally, the original-style driveline may be the very best option. It is generally the cleanest path since the factory designed the shaft for the expected torque, wheelbase, and geometry. When the truck has actually been modified, though, the answer modifications. Raise packages, switched rear axles, various transmission setups, or modified suspension geometry can all need a custom driveline. That is where experience matters. A shop that develops and services drivelines frequently will measure driveline angles, represent slip travel, and make sure the shaft can operate smoothly through the complete range of motion.

Balance is another element that gets overlooked up until it triggers a headache. A driveline can be straight enough to look fine on a bench and still develop a vibration at road speed if it is not balanced correctly. That vibration might feel like a tire issue initially, but it often gets worse under load or at a particular speed band. If

the truck spends time on the highway, balance ends up being specifically crucial. A setup that is simply "close sufficient" can develop into a recurring complaint.

Material quality matters too. Heavier-duty trucks need parts that can make it through heat, torque, and repeated tension without fatiguing early. Often the right answer is not the thickest possible shaft, but the best combination of strength, weight, and serviceability. A driveline that is too heavy can develop its own problems, particularly if it worries bearings or contributes to poor effectiveness. Profundity is better than overspecifying every part.

Signs the driveline requires attention before it fails

Drivers often wait till there is a severe sign, but driveline problems tend to announce themselves early. The technique is knowing what to listen and feel for. A vibration that appears just at a particular speed is often more revealing than a constant shudder. A minor clunk when shifting from drive to reverse can point to play in a joint or yoke. A squeak at low speed may recommend a failing U joint, though it can also be something close by that is loose or dry.

Heat is another hint. If a driveline component runs hotter than it must after a normal trip, something is incorrect. Excess friction, poor lubrication, or misalignment can produce heat long before complete failure. In a damp climate like western Oregon, moisture and road gunk can accelerate endure exposed parts, particularly if the truck sees gravel, job websites, or seasonal mud.

When the issue is caught early, the repair is often smaller and cheaper. Changing a worn universal joint is something. Waiting until it harms the yoke or triggers security wear is another. The same goes for slip yokes and bearings. As soon as a component has actually been running loose enough time to mar adjacent surface areas, the repair can stop being a basic part swap and develop into a more involved rebuild.

Why custom U bolts are worthy of more attention than they get

Custom U bolts are among those parts that hardly get seen until they are wrong. Then they become really noticeable. On a truck, especially one with suspension work, axle changes, or heavy service needs, the U bolts are not just fasteners. They are what hold important suspension geometry in place. If they are the incorrect size, the incorrect length, or of doubtful quality, everything that depends on axle area starts to drift.

There is a typical temptation to reuse old U bolts since they still "look fine." That is an error I have seen cause headaches more than once. Once a U bolt has been torqued and worked under load, it has currently extended and settled into its previous position. Reusing it can lead to uneven securing force, loosening, and movement between the axle and spring pack. On a truck that hauls daily, that motion can show up as axle shift, unusual handling, or accelerated wear on associated parts.

Custom U bolts are particularly crucial when the truck is not precisely stock. Perhaps the axle has been changed. Perhaps the spring pack is thicker. Perhaps there is a lift or other suspension modification. drivelines Anderson Brothers Truck & Equipment Off-the-shelf hardware may be close, however close is not the like correct. A custom U bolt need to match diameter, inside width, leg length, thread pitch, and grade proper for the application. If the bend radius is wrong or the threads are too brief, the result can be a poor clamp or a part that merely does not set up safely.

The highlights counters and fabrication shops comprehend that U bolts are not universal in the way people hope they are. They measure thoroughly and ask about the truck's specific setup. That attention saves time later.

How to assess truck parts without getting lost in options

The expression truck parts covers a lot of ground, from steering and suspension pieces to bearings, seals, mounts, and driveline elements. Eugene buyers typically need to weigh accessibility versus quality, especially when a truck is down and a repair can not wait. Fast accessibility works, however it ought to not be the only filter.

A great way to think of truck parts is through three concerns. Initially, does the part match the lorry exactly, consisting of setup and task cycle? Second, who made it and what is the quality level relative to the task? Third, for how long do you require the part to last before you wish to think about it again?

For fleet trucks or equipment that works every day, a cheap part that fails early is far more costly than a lion's share with a higher upfront rate. Downtime expenses cash. So does duplicated labor. If a front-end component takes a number of hours to change and after that stops working again 6 months later on, the "savings" disappear quickly. That does not suggest every job requires the most expensive option. It indicates the part should fit the reality of use.

Local roadways around Eugene include their own wear profile. Pits, rain, and worksite conditions penalize marginal parts. That is one factor it helps to buy from suppliers who understand trucks in this region, not simply trucks in basic. Experience with local conditions leads to much better recommendations.

The worth of buying from people who in fact measure

Parts catalogs are useful, but they do not replace hands-on measurement. A driveline constructed from the incorrect measurement can be off by enough to trigger instant fitment issues, and often the issue is not obvious till the truck is back together. This is specifically real when you are dealing with custom U bolts or a replacement driveline on a customized rig.

A shop that measures the old shaft, checks running angles, examines yokes, and confirms the real installed measurements is doing the work that keeps the truck on the road. The same uses to suspension hardware. If a supplier is willing to confirm thread size, leg length, inside width, and the thickness of the spring pack before supplying custom U bolts, that is a strong indication they comprehend the distinction between inventory and fit.

Measurement likewise helps avoid the quiet failures that happen after a rushed set up. Parts can be "close sufficient" in the sense that they bolt together, yet still be wrong in the manner in which matters. That is how vibrations, early wear, and repeated callbacks occur. Precision at the counter is less expensive than identifying a secret shake later.

A useful inspection routine for truck owners

A truck owner does not require a complete store to catch the early signs of difficulty. A mindful walk-around after a long haul or before a hectic workweek can prevent a bad surprise. Take notice of stains around seals, loose hardware, uncommon play near joints, and any fresh wear patterns on tires or suspension contact points. If something has changed in the way the truck feels, do not dismiss it due to the fact that the truck is "still driving fine."

A couple of checks are specifically worth making before a truck gets put back into regular service:

- Look for vibration at a particular speed variety, not simply general roughness.
- Check for fresh rust marks, shiny metal dust, or movement near U bolts and spring mounts.
- Listen for clunks when moving from park to drive or from drive to reverse.
- Inspect for grease loss, torn boots, or heat discoloration near driveline joints.
- Compare tire wear from one side to the other if handling has changed.

That sort of regular takes minutes, not hours. It also helps separate a small maintenance job from a major repair.

When repair is better than replacement

Not every driveline problem calls for a full replacement. Sometimes a joint, bearing, or yoke can be serviced without rebuilding the whole assembly. That is where practical experience matters once again. A store that sees a great deal of truck parts can typically discriminate in between a shaft that needs attention and one that is simply worn beyond reasonable repair.

If the tube itself is directly, the yokes are in great condition, and the concern is isolated to a used joint, repair might be the sensible path. If there is visible damage, extreme runout, duplicated vibration, or a history of overloaded use, replacement might be the smarter investment. The choice needs to be based on condition, not habit.

The same reasoning applies to suspension hardware. If custom U bolts are eliminated during service, they should generally be changed instead of recycled. That is not a sales tactic, it is how clamping integrity is maintained. A part that holds the axle in positioning is not where you want to gamble.

Choosing a supplier near Eugene, OR

For truck owners in Eugene, convenience matters, but it should not surpass proficiency. The very best suppliers are the ones who can do three things well: determine the ideal part, confirm the fit, and help you understand whether repair or replacement makes more sense. That mix is particularly valuable when handling drivelines, custom U bolts, and other truck parts that affect security and drivability.

A trustworthy local source must be willing to ask in-depth concerns without rushing you off the phone. They ought to care whether the truck is stock, raised, greatly packed, or used off pavement. They need to understand that a work truck needs various treatment than a light-use individual pickup. If they can just talk in part numbers and can not go over use case, that is a warning sign.



The exact same goes for turnaround time. It is simple to promise a fast fix when a basic part is sitting on the shelf. It is harder, and more valuable, to describe that a custom shaft or specialty hardware will take extra time because it needs to be constructed correctly. A truck owner usually benefits more from accuracy than from speed that develops another repair cycle.

Getting the truck back to deal with fewer surprises

A driveline or suspension repair ought to resolve the problem, not produce a new one. That is why the very best outcomes normally come from a careful combination of evaluation, measurement, and part selection. If the truck is vibrating, the source may be angle, balance, wear, or a mismatch in between parts. If the suspension hardware is being changed, custom U bolts must match the real setup rather than a generic brochure description. If you are looking for truck parts more broadly, the question is never ever just whether the part fits physically. It is whether it fits the truck's job.

In the Eugene area, where trucks see a mix of weather condition, roadway conditions, and working needs, that kind of judgment pays off. The right parts last longer, ride much better, and decrease the kind of repeating problems that waste time. A truck that has the proper drivelines, properly made custom U bolts, and reputable truck parts is merely simpler to keep working, which is the point in the first place.

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
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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

After shopping at Valley River Center, commercial truck operators often stop nearby for professional Drivelines service, Custom U Bolts, and essential Truck Parts.