

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 right truck parts in Eugene is less about discovering the closest counter and more about understanding what actually keeps a truck trustworthy on local roads, logging spurs, task sites, and long run

across the valley. A part that looks close enough on paper can develop into a lengthy error 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 especially real 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 plenty of trucks sidelined by parts that were technically "suitable" however not appropriately matched. A U-bolt that is a touch short, a shaft that was determined with the suspension at the incorrect ride height, or a universal replacement that appeared more affordable initially can all produce more cost than the original repair ever would have. The better technique is purposeful and practical. Know what you require, understand how to confirm it, and understand when a regional professional is worth more than a brochure price.

Start with the truck's genuine task, not just the model year

Truck parts are most convenient to source correctly when you begin with how the truck is used. A 3/4-ton pickup that tows a skid steer each week lives a very different life from a comparable truck used for light service calls. The responsibility cycle shapes everything, from brake wear to driveline angle to the way suspension hardware settles gradually. Even a truck's design year does not tell the full story, since axle swaps, lift packages, flatbeds, service bodies, and previous repairs can all alter what fits.

When I am helping sort out parts, the first concerns are normally easy ones: What axle is under it? Has the suspension been customized? Is the truck stock height or raised? Has the rear driveshaft been replaced before? These details can conserve a lot of lost effort. A person can buy what the factory noted, only to discover the truck has a various rear end, an aftermarket carrier bearing, or [truck parts](#) a custom-length shaft from a prior repair. That is where lots of sourcing problems begin.

Eugene has its own version of these problems. Work trucks here frequently see a mix of city traffic, rainy season corrosion, gravel roads, and heavier seasonal needs. Parts that survive just fine in a mild commuter usage can wear quicker when a truck is used to transport, plow, tow, or carry equipment. The key 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 problems come down to measurement, which is where a cautious shop 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 problems, or premature wear on U-joints and bearings. The exact same is true with custom U bolts. You need the appropriate size, inside width, inside length, thread size, and product grade, and those numbers should come from the actual axle and spring pack, not a guess from memory.

For driveline work, the most trusted measurements are taken under the truck at normal ride height. That matters because suspension position alters the angle and working length of the shaft. A truck on a lift with the axle drooped can produce deceptive numbers. If the truck has a lift set, drooping springs, or a replaced transmission, those modifications impact the final measurement. I have seen a half-inch discrepancy develop a great deal of unneeded chasing, especially when a store is trying to dismiss vibration on a truck that just reveals the problem under load.

Custom U bolts should have the very same level of care. People sometimes believe a U bolt is a generic fastener, however it is not. The clamp load on a spring pack or axle assembly depends on more than thread size. If the U bolt is too short, the nut engagement is jeopardized. If it is too long, the additional threads can hinder other components or lower clamping consistency if the style is incorrect. The bend radius must match the axle tube and

spring pack. The material grade must be suitable for the weight and use case. On trucks that see rough work, that is not a location to save a couple of dollars.

Choose providers who ask excellent questions

One of the most convenient ways to separate a parts counter that comprehends trucks from one that just moves boxes is to take notice of the questions they ask. An excellent provider does not simply desire a year, make, and model. They inquire about lift height, wheelbase, axle tags, transmission type, engine, taxi setup, and whether the truck has been modified. That is particularly crucial with drivelines, since factory specifications can vary in between engine packages and drivetrain setups in manner ins which are not apparent at a glance.

In Eugene, the very best regional suppliers tend to understand that a truck used for construction, forestry, agriculture, or service work will need a more mindful match than a stock commuter vehicle. They are used to handling trucks that have been repaired by several hands over the years. If you are dealing with a store that right away grabs the part number without asking anything else, continue thoroughly. Part numbers work, but they are not a substitute for fitment knowledge.

There is likewise worth in selecting suppliers who understand the difference between replacement and correction. Some parts are simple replacements. Others fix an issue. If a driveline vibration is caused by used pinion bearings or bad carrier alignment, buying a new shaft alone might not repair it. Also, custom U bolts may expose a bent spring perch or fatigued leaf pack. A thoughtful provider will discover those possibilities and assist you avoid repeating the very same repair.

Don't let rate be the only filter

Price matters, of course. Nobody must pay too much for typical truck parts when a sensible alternative exists. Still, the most affordable price can be expensive if it leads to downtime, duplicated labor, or damage to adjacent parts. That is particularly true with drivelines and suspension hardware, where the labor to get rid of and reinstall the part can surpass the part expense quickly.

A cheap driveline that runs out balance by a small amount can produce vibrations that are hard to trace and irritating to drive with. A poor-quality U bolt can stretch, lose clamp load, or stop working to seat properly. A deal part that requires a 2nd teardown is seldom a plan on long. What generally settles is a mindful comparison of cost, lead time, material quality, and confidence in the fit.

In practice, I would rather see someone spend a little more on the proper part than chase a cheaper version that produces side effects. That does not suggest buying the most expensive alternative. It suggests comprehending what the part does, where the danger lives, and what failure would cost. On a work truck, dependability belongs to the operating budget.

Know when custom deserves it

Custom U bolts are not an indulgence, they are frequently the proper answer. Any truck with lift modifications, swap axles, modified suspension packs, or nonstandard axle tube dimensions may need U bolts made to spec. The very same goes for restored older trucks, where original hardware may no longer be offered in the best measurements or grade. In these cases, custom fabrication is not a workaround. It is the proper fit.

Drivelines likewise end up being custom really rapidly. As soon as a truck has actually been raised, decreased, transformed, or rebuilt with non-original driveline elements, the shaft length and balance frequently require to be customized. If the truck has actually seen a transmission swap, a different rear axle, or even a major suspension

change, a stock replacement may not be right. A custom shaft lets the store match length, yoke style, tube size, and U-joint setup to the actual vehicle.

A useful guideline uses here. If the truck has more than one modification that affects the drivetrain or suspension, custom is normally less dangerous than attempting to require a stock part into place. The up-front effort is higher, but completion result is cleaner. Trucks are happier when the driveline geometry is right and the suspension hardware is clamping as designed.

Use local understanding to your advantage

Eugene has a strong network of repair shops, fabrication services, and parts providers that comprehend regional truck demands. That regional understanding can conserve hours. A store that routinely handles Pacific Northwest work lorries will understand how moisture, road spray, and corrosion affect fasteners and driveline components. They will likewise understand the real-world requirement to keep trucks moving through damp months, not just on an ideal store floor.

That matters in the sourcing process because some truck parts are interchangeable in theory but not in the field. A provider who has seen the very same drivetrain family sometimes can tell you which U-joint series is common, which yoke designs tend to give problem, or which replacement U bolts tend to seat much better on a particular axle. Regional experience also helps with turn-around time. If a truck is down, waiting on a part delivered from throughout the country can be even more pricey than paying for a regional order that gets the car back on the roadway 2 days sooner.

There is also value in being able to bring the old part in. A worn U bolt narrates. A twisted shaft, chewed yoke, or extended spring plate hole frequently reveals more than a spreadsheet ever will. A local provider can look at the part in hand and capture things that pictures miss.

Inspect the associated parts before you order

A new truck part seldom works alone. The surrounding hardware frequently figures out whether the repair lasts. When sourcing drivelines, analyze the U-joints, provider bearing, slip yoke, pinion yoke, and transmission output seal. If any of those are worn, a new shaft can be jeopardized early. Vibration complaints frequently involve more than one perpetrator, so replacing simply the apparent part might not be enough.

With custom U bolts, examine the spring plates, axle seats, and leaf pack condition. If the spring pack has shifted, cracked leaves, or worn center bolts, the new hardware might clamp an issue instead of fix it. On older trucks, corrosion can thin out the spring plate around the hole, which alters how the load transfers. If that is ignored, even a properly made U bolt might not hold as intended.

This is the type of step that separates a quick parts swap from a resilient repair. Trucks are systems. A good source of truck parts treats them that way. The part itself matters, but so does everything it touches.

Ask for the specifications that in fact matter

When you are buying drivelines, custom U bolts, or other truck parts, the most beneficial documentation is not fancy. It is dimensional and particular. A supplier should have the ability to tell you what they need to match and why. For a driveline, that may consist of compressed and extended length, tube size, yoke series, spline count, and balance requirements. For custom U bolts, it might consist of leg length, bend width, thread size, product grade, and nut style.

A brief checklist helps keep the process clean:

- confirm axle and suspension details before ordering
- measure under the truck at ride height when possible
- bring the old part if it can be removed safely
- verify material grade for load-bearing hardware
- ask whether the part is stock replacement or custom-built

That sort of discipline conserves money and reduces rework. It also assists when there is more than someone involved, such as a fleet supervisor, mechanic, and parts counter all attempting to coordinate the exact same repair. Clear specifications reduce confusion and avoid the familiar problem of everybody presuming somebody else validated the dimensions.

Pay attention to fabrication quality

Not all custom work is equivalent. 2 parts can have the exact same measurements and act very in a different way when 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 concerns usually appear at speed, often around 40 to 60 miles per hour, and they can be frustrating due to the fact that they feel like tire or bearing problems at first.



Custom U bolts show a similar divide. The bend ought to be tidy and symmetrical. Threads ought to be cut effectively, not mangled. The surface should fit the environment, especially in Eugene where wet weather condition can speed up deterioration. A well-crafted part will seat naturally and keep clamp load. A careless one might work for a while, then start to shift or loosen up under repeated load cycles.

This is where it pays to examine the part before setup. You do not require to be a machinist to find obvious concerns. Uneven bends, poor thread quality, inconsistent plating, or apparent mismatch to the axle are all warning indications. 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

A surprising amount of sourcing difficulty comes from poor timing. Individuals frequently wait up until a truck is currently torn apart to start buying parts. That produces pressure, and pressure triggers faster ways. 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 method, the truck does not sit half-disassembled while somebody tries to rush an unique order.

This is especially useful for fleet automobiles or professional trucks that can not remain down long. Even a day or more of downtime can interfere with delivery schedules, service calls, or job progress. A little planning assists. Confirm part schedule initially. Validate whether custom fabrication is required. Inquire about lead times before the truck goes into the bay. If the vehicle is crucial to the work week, those couple of phone calls can conserve a lot of stress.

A good parts source will be sincere about timing. If a custom driveline requires balancing and an unique yoke, it is much better to know that in advance than to find it after the truck is already in pieces. Exact same with custom U bolts. If they need to be made to length, there is no point pretending they will be all set instantly.

Build relationships with individuals who understand the trade

There is still real value in understanding the individual behind the counter or the fabricator who accepts the work. That relationship pays off when you have an oddball axle, a modified suspension, or a driveline concern that does not fit a basic answer. Individuals who deal with trucks every day develop a feel for what will hold up and what will return with a problem.

That kind of relationship is specifically useful in a location like Eugene, where trucks serve a broad mix of markets and conditions. A dependable supplier remembers how a particular fleet is set up, what parts have actually operated in the past, and where the typical failure points are. Over time, that memory enters into the repair procedure. You invest less time re-explaining the truck and more time getting the best part on the first try.

The best sourcing choices often come from that mix of details and trust. The numbers still matter. The measurements still matter. However judgment matters too, particularly with drivelines and custom U bolts, where small errors end up being huge vibrations or hardware failures.

Truck parts, when sourced well, disappear into the job they are suggested to do. The truck starts, pulls, hauls, and settles into service without calling attention to itself. That is the standard worth going for in Eugene, whether the truck is a day-to-day workhorse, a brought back classic, or a customized rig that needs a little additional attention to get everything lined up properly. The best parts, the ideal measurements, and the right 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/ta67Qi9fc5DCZZp7>
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 browsing local vendors at the [Eugene Saturday Market](#), many truck drivers plan maintenance visits for Drivelines repair, Custom U Bolts production, and quality Truck Parts.