

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 nearby counter and more about knowing what actually keeps a truck reliable on local roads, logging spurs, task websites, and long hauls throughout the

valley. A part that looks close enough on paper can develop into a lengthy error once it fulfills real-world vibration, load, weather, and the type of stop-start use 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 simply as much as the part name itself.

I have actually seen plenty of trucks sidelined by parts that were technically "suitable" but not properly matched. A U-bolt that is a touch short, a shaft that was measured with the suspension at the wrong trip height, or a universal replacement that seemed more affordable initially can all produce more cost than the initial repair ever would have. The better approach is purposeful and practical. Know what you require, understand how to confirm it, and understand when a local specialist is worth more than a brochure price.

Start with the truck's real task, not just the design year

Truck parts are simplest to source correctly when you begin with how the truck is used. A 3/4-ton pickup that tows a skid steer every week lives a very different life from a similar truck used for light service calls. The task cycle shapes whatever, from brake wear to driveline angle to the way suspension hardware settles over time. Even a truck's design year does not tell the complete story, because axle swaps, lift sets, flatbeds, service bodies, and previous repair work can all alter what fits.

When I am assisting figure out parts, the very first concerns are usually easy ones: What axle is under it? Has the suspension been modified? Is the truck stock height or lifted? Has the rear driveshaft been changed before? These information can save a great deal of lost effort. An individual can order what the factory listed, only to find the truck has a various rear end, an aftermarket provider bearing, or a custom-length shaft from a previous repair. That is where many sourcing problems begin.

Eugene has its own variation of these problems. Work trucks here typically see a mix of city traffic, rainy season corrosion, gravel roads, and heavier seasonal needs. Parts that survive just great in a mild commuter use can wear much faster when a truck is used to haul, plow, tow, or bring equipment. The secret is to source for the truck as it exists now, not as it rolled off the assembly line.

Measuring matters more than guessing

A great deal of driveline issues come down to measurement, and that is where a careful shop earns its keep. If you are sourcing drivelines, lengths can not be eyeballed. A shaft that is even off by a small amount can cause vibration, slip yoke issues, or premature wear on U-joints and bearings. The same holds true with custom U bolts. You require the proper diameter, inside width, inside length, thread size, and material grade, and those numbers need to originate from the real axle and spring pack, not a guess from memory.

For driveline work, the most trustworthy measurements are taken under the truck at normal trip height. That matters because suspension position changes the angle and working length of the shaft. A truck on a lift with the axle sagged can produce deceptive numbers. If the truck has a lift set, sagging springs, or a changed transmission, those changes affect the last measurement. I have seen a half-inch discrepancy produce a great deal of unnecessary chasing, particularly when a store is attempting to dismiss vibration on a truck that just reveals the problem under load.

Custom U bolts are worthy of the exact same level of care. People in some cases think a U bolt is a generic fastener, however it is not. The clamp load on a spring pack or axle assembly depends upon more than thread diameter. If the U bolt is too short, the nut engagement is compromised. If it is too long, the extra threads can hinder other parts or decrease clamping consistency if the design is incorrect. The bend radius need to match the

axle tube and spring pack. The product grade need to be proper for the weight and use case. On trucks that see rough work, that is not a place to conserve a couple of dollars.

Choose providers who ask great questions

One of the easiest methods to separate a parts counter that comprehends trucks from one that just moves boxes is to focus on the questions they ask. A great supplier does not simply desire a year, make, and design. They ask about lift height, wheelbase, axle tags, transmission type, engine, cab setup, and whether the truck has been modified. That is particularly crucial with drivelines, since factory specifications can differ in between engine plans and drivetrain setups in ways that are not obvious at a glance.

In Eugene, the very best regional providers tend to understand that a truck used for building and construction, forestry, agriculture, or service work will require a more cautious match than a stock commuter car. They are used to handling trucks that have actually been fixed by multiple turn over the years. If you are working with a shop that immediately reaches for the part number without asking anything else, continue thoroughly. Part numbers work, however they are not an alternative to fitment knowledge.

There is likewise value in picking providers who understand the distinction in between replacement and correction. Some parts are basic replacements. Others solve an issue. If a driveline vibration is brought on by used pinion bearings or bad carrier positioning, buying a new shaft alone may not fix it. Similarly, custom U bolts may reveal a bent spring perch or fatigued leaf pack. A thoughtful supplier will notice those possibilities and assist you prevent duplicating the same repair.

Don't let cost be the only filter

Price matters, naturally. Nobody needs to pay too much for typical truck parts when a sensible alternative exists. Still, the most affordable rate can be costly if it results in downtime, duplicated labor, or damage to surrounding components. That is specifically real with drivelines and suspension hardware, where the labor to remove and re-install the part can surpass the part expense quickly.

An inexpensive driveline that is out of balance by a percentage can produce vibrations that are difficult to trace and frustrating to drive with. A poor-quality U bolt can extend, lose clamp load, or fail to seat properly. A deal part that forces a second teardown is hardly ever a bargain for long. What normally settles is a cautious comparison of cost, lead time, material quality, and self-confidence in the fit.

In practice, I would rather see someone spend a little bit more on the appropriate part than go after a less expensive version that develops side effects. That does not mean buying the most pricey alternative. It implies comprehending what the part does, where the risk lives, and what failure would cost. On a work truck, dependability is part of the operating budget.



Know when custom is worth it

Custom U bolts are not an extravagance, they are typically the right response. Any truck with lift changes, swap axles, customized suspension packs, or nonstandard axle tube measurements may need U bolts made to spec. The exact same chooses brought back older trucks, where original hardware might no longer be offered in the right measurements or grade. In these cases, custom fabrication is not a workaround. It is the appropriate fit.

Drivelines likewise end up being custom extremely quickly. As soon as a truck has actually been raised, reduced, converted, or rebuilt with non-original driveline components, the shaft length and balance frequently require to be customized. If the truck has actually seen a transmission swap, a different rear axle, or perhaps a significant suspension modification, a stock replacement might not be right. A custom shaft lets the store match length, yoke style, tube size, and U-joint configuration to the actual vehicle.

A useful guideline applies here. If the truck has more than one adjustment that impacts the drivetrain or suspension, custom is usually less dangerous than trying to force a stock part into location. The up-front effort is higher, but completion outcome is cleaner. Trucks are happier when the driveline geometry is ideal and the suspension hardware is securing as designed.

Use local understanding to your advantage

Eugene has a strong network of service center, fabrication organizations, and parts suppliers that understand regional truck needs. That regional understanding can conserve hours. A shop that regularly deals with Pacific Northwest work lorries will understand how moisture, road spray, and corrosion impact fasteners and driveline components. They will also understand the real-world requirement to keep trucks moving through damp months, not just on a perfect shop floor.

That matters in the sourcing procedure due to the fact that some truck parts are interchangeable in theory however not in the field. A supplier who has seen the same drivetrain family many times can inform you which U-joint series prevails, which yoke styles tend to provide trouble, or which replacement U bolts tend to seat better on a specific axle. Regional experience likewise helps with turnaround time. If a truck is down, waiting on a part

shipped from throughout the nation can be much more pricey than paying for a local order that gets the lorry back on the roadway two days sooner.

There is also worth in being able to bring the old part in. A used U bolt tells a story. A twisted shaft, chewed yoke, or lengthened spring plate hole frequently exposes more than a spreadsheet ever will. A regional supplier can take a look at the part in hand and catch things that photos miss.

Inspect the associated parts before you order

A new truck part rarely works alone. The surrounding hardware often identifies whether the repair lasts. When sourcing drivelines, analyze the U-joints, carrier bearing, slip yoke, pinion yoke, and transmission output seal. If any of those are used, a new shaft can be jeopardized early. Vibration grievances typically involve more than one offender, so replacing just the obvious part may not be enough.

With custom U bolts, examine the spring plates, axle seats, and leaf pack condition. If the spring pack has shifted, split leaves, or worn center bolts, the new hardware might secure an issue rather than resolve it. On older trucks, corrosion can thin out the spring plate around the hole, which changes how the load transfers. If that is neglected, even a properly made U bolt might not hold as intended.

This is the type of action that separates a quick parts swap from a durable repair. Trucks are systems. A great source of truck parts treats them that way. The part itself matters, however so does whatever it touches.

Ask for the specs that really matter

When you are purchasing drivelines, custom U bolts, or other truck parts, the most useful documents is not fancy. It is dimensional and particular. A provider must be able to tell you what they require to match and why. For a driveline, that might consist of compressed and extended length, tube size, yoke series, spline count, and balance requirements. For custom U bolts, it might include leg length, bend width, thread size, material grade, and nut style.

A short checklist assists keep the procedure clean:

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

That type of discipline conserves money and decreases rework. It likewise assists when there is more than one person involved, such as a fleet supervisor, mechanic, and parts counter all trying to coordinate the same repair. Clear specs reduce confusion and avoid the familiar problem of everybody assuming someone else validated the dimensions.

Pay attention to fabrication quality

Not all custom work is equivalent. 2 parts can have the very same dimensions and act extremely differently once installed. For drivelines, weld quality, tube straightness, and balance are vital. A shaft can look fine on a bench and still vibrate on the road if the fabrication process was careless. Balance issues generally appear at speed, frequently around 40 to 60 mph, and they can be aggravating since they seem like tire or bearing issues at first.

Custom U bolts show a comparable divide. The bend should be tidy and balanced. Threads need to be cut appropriately, not mangled. The finish should suit the environment, specifically in Eugene where wet weather condition can speed [custom U bolts](#) up corrosion. A reliable part will seat naturally and keep clamp load. A sloppy one may work for a while, then begin to move or loosen under duplicated load cycles.

This is where it pays to inspect the part before setup. You do not need to be a machinist to spot apparent issues. Uneven bends, bad thread quality, irregular plating, or apparent inequality to the axle are all warning indications. When a part is going to hold up the rear of a truck or transmit power down the centerline of the chassis, "close enough" is not a major standard.

Plan for downtime before the truck is on the lift

A surprising amount of sourcing problem originates from poor timing. People typically wait till a truck is already torn apart to start purchasing parts. That produces pressure, and pressure triggers faster ways. If you know a driveline is used or a spring pack requires new custom U bolts, source the parts before the teardown when possible. That method, the truck does not sit half-disassembled while somebody attempts to hurry a special order.

This is especially beneficial for fleet vehicles or specialist trucks that can not remain down long. Even a day or 2 of downtime can interfere with shipment schedules, service calls, or job development. A little planning assists. Validate part availability initially. Confirm whether custom fabrication is needed. Ask about preparations before the truck goes into the bay. If the vehicle is important to the work week, those few telephone call can conserve a great deal of stress.

An excellent parts source will be honest about timing. If a custom driveline needs balancing and a special yoke, it is much better to understand that in advance than to discover it after the truck is currently in pieces. Very same with custom U bolts. If they require to be made to length, there is no point pretending they will be prepared instantly.

Build relationships with individuals who comprehend the trade

There is still genuine value in understanding the individual behind the counter or the producer who signs off on the work. That relationship settles when you have an oddball axle, a modified suspension, or a driveline problem that does not fit a basic response. People who work with trucks every day develop a feel for what will hold up and what will return with a problem.

That sort of relationship is specifically helpful in a location like Eugene, where trucks serve a wide mix of markets and conditions. A reputable supplier remembers how a specific fleet is configured, what parts have actually worked in the past, and where the typical failure points are. Gradually, that memory becomes part of the repair process. You invest less time re-explaining the truck and more time getting the right part on the first try.

The finest sourcing choices often originate from that mix of details and trust. The numbers still matter. The measurements still matter. However judgment matters too, specifically with drivelines and custom U bolts, where little mistakes become big vibrations or hardware failures.

Truck parts, when sourced well, disappear into the task they are indicated 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 an everyday workhorse, a brought back classic, or a modified rig that requires a little additional attention to get everything lined up properly. The ideal parts, the ideal measurements, and the right source make that outcome 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/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](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 shopping at [Valley River Center](#), commercial truck operators often stop nearby for professional Drivelines service, Custom U Bolts, and essential Truck Parts.