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 ideal truck parts in Eugene is less about finding the closest counter and more about knowing what in fact keeps a truck dependable on regional roads, logging stimulates, task sites, and long run across the valley.

A part that looks close enough on paper can turn into a lengthy error once it meets real-world vibration, load, weather condition, and the sort of stop-start usage that defines work trucks in western Oregon. That is particularly 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 lots of trucks sidelined by parts that were technically "compatible" however not correctly matched. A U-bolt that is a touch short, a shaft that was measured with the suspension at the incorrect trip height, or a universal replacement that seemed more affordable at first can all develop more cost than the initial repair ever would have. The better technique is deliberate and useful. Know what you need, understand how to confirm it, and know when a regional specialist is worth more than a catalog price.

Start with the truck's genuine task, not simply the design year

Truck parts are easiest 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 responsibility cycle shapes everything, from brake use to driveline angle to the way suspension hardware settles over time. Even a truck's design year does not tell the complete story, since axle swaps, lift sets, flatbeds, service bodies, and previous repairs can all change what fits.

When I am helping figure out parts, the first questions 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 replaced before? These details can conserve a great deal of lost effort. A person can purchase what the factory noted, only to discover the truck has a different rear end, an aftermarket carrier bearing, or a custom-length shaft from a previous repair. That is where numerous sourcing problems begin.

Eugene has its own version of these complications. Work trucks here typically see a mix of city traffic, rainy season deterioration, gravel roadways, and heavier seasonal demands. Parts that make it through just great in a moderate commuter use can use quicker when a truck is used to haul, plow, tow, or carry equipment. The secret is to source for the truck as it exists now, not as it rolled off the assembly line.

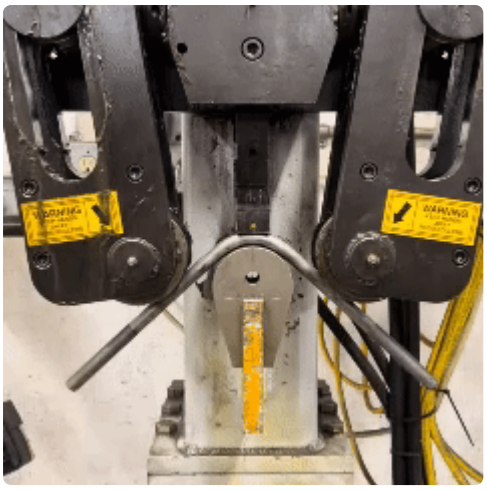
Measuring matters more than guessing

A lot of driveline issues boil down to measurement, and that is where a careful store earns its keep. If you are sourcing drivelines, lengths can not be eyeballed. A shaft that is even off by a percentage can trigger vibration, slip yoke concerns, or premature wear on U-joints and bearings. The very same is true with custom U bolts. You need the correct diameter, inside width, inside length, thread size, and material grade, and those numbers ought to originate from the real axle and spring pack, not a guess from memory.

For driveline work, the most reputable measurements are taken under the truck at typical ride height. That matters since 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 kit, drooping springs, or a changed transmission, those changes affect the last measurement. I have actually seen a half-inch discrepancy create a lot of unneeded chasing, specifically when a store is trying to rule out vibration on a truck that only reveals the issue under load.

Custom U bolts are worthy of the same level of care. People often 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 size. If the U bolt is too short, the nut engagement is jeopardized. If it is too long, the additional threads can hinder other elements or reduce clamping consistency if the design is wrong. 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 location to conserve a few dollars.



Choose suppliers who ask good 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 concerns they ask. A good provider does not just desire a year, make, and design. They inquire about lift height, wheelbase, axle tags, transmission type, engine, cab configuration, and whether the truck has been modified. That is specifically important with drivelines, since factory specifications can differ in between engine plans and drivetrain setups in ways that are not apparent at a glance.

In Eugene, the very best local providers tend to know that a truck used for building, forestry, farming, or service work will need a more careful match than a stock commuter vehicle. They are used to dealing with trucks that have actually been fixed by multiple hands over the years. If you are working with a shop that right away grabs the part number without asking anything else, continue thoroughly. Part numbers are useful, however they are not a replacement for fitment knowledge.

There is likewise value in picking providers who know the difference in between replacement and correction. Some parts are easy replacements. Others solve an issue. If a driveline vibration is caused by worn pinion bearings or Anderson Brothers Truck & Equipment truck parts bad carrier alignment, purchasing a new shaft alone might not repair it. Also, custom U bolts may expose a bent spring perch or tired leaf pack. A thoughtful supplier will notice those possibilities and assist you avoid duplicating the exact same repair.

Don't let cost be the only filter

Price matters, obviously. Nobody ought to overpay for typical truck parts when a reasonable alternative exists. Still, the lowest rate can be costly if it results in downtime, duplicated labor, or damage to nearby components. That is specifically true with drivelines and suspension hardware, where the labor to get rid of and reinstall the part can exceed the part expense quickly.

An inexpensive driveline that runs out balance by a percentage can produce vibrations that are hard to trace and irritating to drive with. A poor-quality U bolt can stretch, lose clamp load, or fail to seat properly. A bargain part that requires a 2nd teardown is rarely a bargain for long. What generally pays off is a careful comparison of price, lead time, material quality, and confidence in the fit.

In practice, I would rather see someone spend a little more on the appropriate part than go after a more affordable variation that develops negative effects. That does not mean buying the most costly choice. It

indicates understanding what the part does, where the danger lives, and what failure would cost. On a work truck, dependability becomes part of the operating budget.

Know when custom is worth it

Custom U bolts are not an indulgence, they are frequently the appropriate response. Any truck with lift changes, swap axles, modified suspension packs, or nonstandard axle tube measurements might need U bolts made to spec. The exact same chooses restored older trucks, where initial hardware may no longer be readily available in the right dimensions or grade. In these cases, custom fabrication is not a workaround. It is the correct fit.

Drivelines also end up being custom extremely rapidly. When a truck has actually been raised, decreased, transformed, or rebuilt with non-original driveline parts, the shaft length and balance typically need to be customized. If the truck has seen a transmission swap, a different rear axle, and even a significant suspension change, a stock replacement might not be right. A custom shaft lets the store match length, yoke design, tube size, and U-joint setup to the real vehicle.

A useful rule uses here. If the truck has more than one adjustment that affects the drivetrain or suspension, custom is generally less dangerous than attempting to require a stock part into place. The up-front effort is greater, but the end outcome 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 service center, fabrication services, and parts providers that understand regional truck needs. That regional understanding can save hours. A shop that routinely deals with Pacific Northwest work automobiles will understand how moisture, road spray, and corrosion impact fasteners and driveline elements. They will likewise understand the real-world requirement to keep trucks moving through damp months, not just on a best store 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 provider who has seen the same drivetrain household many times can tell you which U-joint series prevails, which yoke styles tend to give difficulty, or which replacement U bolts tend to seat much better on a specific axle. Regional experience likewise assists with turnaround time. If a truck is down, waiting on a part shipped from throughout the country can be even more costly than paying for a local order that gets the automobile back on the road two days sooner.

There is also worth in having the ability to bring the old part in. A used U bolt tells a story. A twisted shaft, chewed yoke, or lengthened spring plate hole often reveals more than a spreadsheet ever will. A local supplier can look at the part in hand and capture things that photos miss.

Inspect the related elements before you order

A new truck part seldom works alone. The surrounding hardware often determines 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 compromised early. Vibration problems frequently include more than one offender, so replacing simply 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 actually moved, split leaves, or worn center bolts, the new hardware may clamp a problem rather than fix 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 correctly made U bolt might not hold as intended.

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

Ask for the specs that in fact matter

When you are purchasing drivelines, custom U bolts, or other truck parts, the most helpful documents is not flashy. It is dimensional and specific. A supplier ought to be able to tell you what they need to match and why. For a driveline, that might include compressed and extended length, tube diameter, yoke series, spline count, and balance requirements. For custom U bolts, it may 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 information before ordering
- measure under the truck at ride height when possible
- bring the old part if it can be gotten rid of safely
- verify product grade for load-bearing hardware
- ask whether the part is stock replacement or custom-built

That kind of discipline saves money and lowers rework. It also assists when there is more than one person included, such as a fleet supervisor, mechanic, and parts counter all attempting to coordinate the exact same repair. Clear specifications decrease confusion and prevent the familiar problem of everybody presuming someone else confirmed the dimensions.

Pay attention to fabrication quality

Not all custom work is equal. 2 parts can have the exact same measurements and behave extremely in a different way once set up. For drivelines, weld quality, tube straightness, and balance are critical. A shaft can look fine on a bench and still vibrate on the roadway if the fabrication process was negligent. Balance problems usually show up at speed, typically around 40 to 60 mph, and they can be aggravating because they feel like tire or bearing issues at first.

Custom U bolts reveal a comparable divide. The bend needs to be clean and in proportion. Threads ought to be cut correctly, not mangled. The finish needs to fit the environment, particularly in Eugene where wet weather condition can speed up corrosion. A well-made part will seat naturally and preserve clamp load. A careless one might work for a while, then begin to shift or loosen 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 problems. Irregular bends, poor thread quality, inconsistent plating, or apparent mismatch to the axle are all cautioning signs. 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

An unexpected quantity of sourcing problem originates from bad timing. Individuals typically wait up until a truck is already torn apart to begin ordering parts. That develops pressure, and pressure triggers shortcuts. If you

understand a driveline is used or a spring pack requires new custom U bolts, source the parts before the teardown when possible. That way, the truck does not sit half-disassembled while somebody tries to hurry a special order.

This is particularly beneficial for fleet lorries or specialist trucks that can not remain down long. Even a day or 2 of downtime can interfere with shipment schedules, service calls, or task development. A little preparation helps. Verify part availability first. Validate whether custom fabrication is needed. Ask about lead times before the truck goes into the bay. If the lorry is important to the work week, those couple of telephone call can conserve a lot of stress.

A great parts source will be honest about timing. If a custom driveline needs balancing and a special yoke, it is much better to know that in advance than to discover it after the truck is already in pieces. Very same with custom U bolts. If they require to be made to length, there is no point pretending they will be all set 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 accepts the work. That relationship pays off when you have an oddball axle, a modified suspension, or a driveline problem that does not fit a basic response. Individuals who deal with trucks every day develop a feel for what will hold up and what will come back with a problem.

That type of relationship is especially useful in a place like Eugene, where trucks serve a large mix of markets and conditions. A reputable supplier remembers how a particular fleet is configured, what parts have actually worked in the past, and where the typical failure points are. In time, that memory becomes part of the repair procedure. You spend less time re-explaining the truck and more time getting the best part on the first try.

The best sourcing choices typically originate from that mix of info and trust. The numbers still matter. The measurements still matter. However judgment matters too, especially with drivelines and custom U bolts, where little errors end up being huge vibrations or hardware failures.

Truck parts, when sourced well, disappear into the job they are implied to do. The truck starts, pulls, carries, and settles into service without calling attention to itself. That is the standard worth going for in Eugene, whether the truck is a daily workhorse, a restored classic, or a modified rig that needs a little extra attention to get whatever lined up properly. The right parts, the best measurements, and the ideal 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 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 visiting Skinner Butte Park, truck owners and fleet managers nearby often rely on trusted Drivelines service, Custom U Bolts fabrication, and dependable Truck Parts to keep their vehicles running smoothly.