

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 best truck parts in Eugene is less about finding the nearest counter and more about knowing what in fact keeps a truck reputable on regional roadways, logging stimulates, job websites, and long run throughout

the valley. A part that looks close enough on paper can develop into a lengthy mistake once it fulfills real-world vibration, load, weather condition, and the type of stop-start use that defines work trucks in western Oregon. That is specifically true 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 a lot of trucks sidelined by parts that were technically "compatible" however not effectively 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 appeared cheaper initially can all develop more cost than the initial repair ever would have. The much better method is deliberate and practical. Know what you require, know how to validate it, and understand when a regional professional deserves more than a brochure price.

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

Truck parts are easiest to source properly 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 similar truck used for light service calls. The responsibility cycle shapes whatever, from brake use to driveline angle to the way suspension hardware settles over time. Even a truck's model year does not tell the full story, because axle swaps, lift sets, flatbeds, service bodies, and previous repair work can all change what fits.

When I am helping figure out parts, the first questions are generally simple ones: What axle is under it? Has the suspension been customized? Is the truck stock height or lifted? Has the rear driveshaft been changed before? These details can conserve a lot of squandered effort. An individual can buy what the factory noted, only to find the truck has a different rear end, an aftermarket provider bearing, or a custom-length shaft from a previous repair. That is where numerous sourcing issues begin.

Eugene has its own version of these complications. Work trucks here typically see a mix of city traffic, rainy season rust, gravel roadways, and heavier seasonal needs. Parts that endure just fine in a moderate commuter usage can wear quicker when a truck is used to haul, rake, 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 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 issues, or premature wear on U-joints and bearings. The exact same is true with custom U bolts. You require the proper size, inside width, inside length, thread size, and product grade, and those numbers must come from the real axle and spring pack, not a guess from memory.

For driveline work, the most reliable measurements are taken under the truck at regular ride height. That matters due to the fact that suspension position alters 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, [custom U bolts](#) those modifications affect the final measurement. I have actually seen a half-inch inconsistency develop a lot of unnecessary chasing, specifically when a shop is trying to rule out vibration on a truck that just shows the problem under load.

Custom U bolts are worthy of the 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 brief, the nut engagement is compromised. If it is too long, the extra threads can disrupt other components or lower clamping consistency if the style is incorrect. The bend radius need to fit the axle tube and

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

Choose suppliers who ask great questions

One of the simplest ways to separate a parts counter that comprehends trucks from one that just moves boxes is to pay attention to the questions they ask. A great provider does not simply desire a year, make, and model. They ask about lift height, wheelbase, axle tags, transmission type, engine, cab configuration, and whether the truck has actually been customized. That is specifically essential with drivelines, since factory specifications can vary in between engine plans and drivetrain configurations in ways that are not obvious at a glance.

In Eugene, the very best regional providers tend to understand that a truck used for construction, forestry, farming, or service work will need a more mindful match than a stock commuter vehicle. They are used to handling trucks that have been fixed by numerous turn over the years. If you are dealing with a store that instantly reaches for the part number without asking anything else, proceed thoroughly. Part numbers work, but they are not an alternative to fitment knowledge.

There is likewise value in choosing suppliers who know the difference in between replacement and correction. Some parts are easy replacements. Others fix an issue. If a driveline vibration is caused by used pinion bearings or bad carrier positioning, purchasing a new shaft alone may not fix it. Also, custom U bolts might expose a bent spring perch or fatigued leaf pack. A thoughtful supplier will see those possibilities and help you avoid repeating the same repair.

Don't let cost be the only filter

Price matters, naturally. Nobody should pay too much for common truck parts when a sensible alternative exists. Still, the lowest rate can be expensive if it causes downtime, repeated labor, or damage to adjacent components. That is especially real with drivelines and suspension hardware, where the labor to get rid of and reinstall the part can surpass the part expense quickly.

An inexpensive driveline that runs out balance by a small amount can produce vibrations that are tough to trace and frustrating to drive with. A poor-quality U bolt can extend, lose clamp load, or fail to seat properly. A bargain part that forces a second teardown is rarely an anticipate long. What usually pays off is a careful comparison of price, lead time, material quality, and confidence in the fit.

In practice, I would rather see somebody invest a bit more on the correct part than chase a more affordable variation that develops side effects. That does not imply purchasing the most costly option. It indicates comprehending what the part does, where the threat lives, and what failure would cost. On a work truck, reliability belongs to the operating budget.

Know when custom is worth it

Custom U bolts are not an extravagance, they are typically the appropriate response. Any truck with lift changes, swap axles, customized suspension packs, or nonstandard axle tube dimensions might need U bolts made to spec. The very same opts for brought back older trucks, where original 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 likewise end up being custom really quickly. As soon as a truck has actually been lifted, lowered, transformed, or rebuilt with non-original driveline components, the shaft length and balance often need to be

tailored. If the truck has seen a transmission swap, a various rear axle, or perhaps a significant suspension modification, a stock replacement might not be right. A custom shaft lets the store match length, yoke design, tube size, and U-joint configuration to the actual vehicle.

A useful guideline applies 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, however completion result is cleaner. Trucks are better when the driveline geometry is right and the suspension hardware is clamping as designed.

Use local knowledge to your advantage

Eugene has a strong network of repair shops, fabrication businesses, and parts suppliers that comprehend local truck demands. That regional understanding can conserve hours. A shop that frequently manages Pacific Northwest work automobiles will understand how wetness, road spray, and deterioration impact fasteners and driveline elements. They will also understand the real-world need to keep trucks moving through damp months, not just on an ideal store floor.

That matters in the sourcing process due to the fact that some truck parts are interchangeable in theory but not in the field. A provider who has seen the very same drivetrain family many times can inform you which U-joint series is common, which yoke designs tend to provide problem, or which replacement U bolts tend to seat much better on a particular axle. Local experience also aids with turnaround time. If a truck is down, waiting on a part delivered from throughout the nation can be far more pricey than paying for a local order that gets the vehicle back on the road 2 days sooner.



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

Inspect the associated elements before you order

A new truck part hardly ever works alone. The surrounding hardware typically determines whether the repair lasts. When sourcing drivelines, take a look at 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 problems typically involve more than one offender, so changing just the apparent part may not be enough.

With custom U bolts, check the spring plates, axle seats, and leaf pack condition. If the spring pack has actually moved, cracked leaves, or worn center bolts, the new hardware might secure 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 overlooked, even a correctly made U bolt might not hold as intended.

This is the type of step that separates a quick parts swap from a long lasting 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 actually matter

When you are purchasing drivelines, custom U bolts, or other truck parts, the most beneficial documentation is not flashy. It is dimensional and specific. A provider should 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 short checklist helps keep the process tidy:

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

That kind of discipline conserves cash and lowers rework. It likewise assists when there is more than one person involved, such as a fleet supervisor, mechanic, and parts counter all trying to collaborate the very same repair. Clear specifications reduce confusion and prevent the familiar problem of everybody presuming another person verified the dimensions.

Pay attention to fabrication quality

Not all custom work is equivalent. Two parts can have the exact same dimensions and act extremely in a different way as soon as set up. For drivelines, weld quality, tube straightness, and balance are crucial. A shaft can look fine on a bench and still vibrate on the roadway if the fabrication procedure was reckless. Balance problems normally show up at speed, typically around 40 to 60 miles per hour, and they can be discouraging due to the fact that they seem like tire or bearing issues at first.

Custom U bolts reveal a similar divide. The bend should be tidy and balanced. Threads must be cut properly, not mangled. The surface needs to fit the environment, specifically in Eugene where damp weather condition can speed up corrosion. A well-made part will seat predictably and keep clamp load. A sloppy 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 installation. You do not need to be a machinist to find apparent concerns. Irregular bends, bad thread quality, irregular plating, or apparent inequality 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 adequate" is not a serious standard.

Plan for downtime before the truck is on the lift

A surprising amount of sourcing trouble comes from bad timing. People frequently wait till a truck is already torn apart to start ordering parts. That develops pressure, and pressure causes 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 way, the truck does not sit half-disassembled while somebody attempts to hurry an unique order.

This is especially beneficial for fleet cars or specialist trucks that can not remain down long. Even a day or two of downtime can disrupt delivery schedules, service calls, or job development. A little planning assists. Validate part accessibility initially. Verify whether custom fabrication is required. Ask about lead times before the truck goes into the bay. If the car is crucial to the work week, those few telephone call can save a great deal of stress.

A great parts source will be sincere about timing. If a custom driveline needs balancing and an unique yoke, it is much better to know that upfront than to discover it after the truck is currently in pieces. 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 real worth in knowing the individual behind the counter or the producer who accepts the work. That relationship settles when you have an oddball axle, a modified suspension, or a driveline concern that does not fit a standard answer. Individuals 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 especially useful in a place like Eugene, where trucks serve a large mix of markets and conditions. A reliable provider keeps in mind how a specific fleet is set up, 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 very first try.

The best sourcing decisions frequently come 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 small errors become huge vibrations or hardware failures.

Truck parts, when sourced well, vanish into the job they are implied to do. The truck begins, pulls, carries, and settles into service without calling attention to itself. That is the basic worth going for in Eugene, whether the truck is an everyday workhorse, a brought back classic, or a modified rig that requires a little extra attention to get whatever lined up properly. The ideal parts, the ideal measurements, and the best 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:5416888686) 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:5416888686), 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.