Business Name: Anderson Brothers Truck & Equipment
Address: 2640 State Hwy 99 N #1, Eugene, OR 97402
Phone: (541) 688-8686

Anderson Brothers Truck & Equipment

Anderson Brothers Truck & Equipment is a long-established truck parts and repair company located in Eugene, Oregon. Founded in 1949, the business has served the region for more than 70 years, building a reputation as a reliable source for heavy-duty truck parts, custom fabrication, and equipment repair. The company works with commercial vehicle owners, fleets, and equipment operators who need dependable parts and services to keep their trucks operating safely and efficiently.

A core focus of Anderson Brothers is providing specialized services for heavy-duty trucks and equipment. Their shop offers custom driveline fabrication and repair, helping customers build, rebuild, or balance drivelines for a wide range of applications. They also specialize in custom U-bolt bending and fabrication, producing precisely sized components for trucks and other heavy equipment. In addition, the company sells both new and used truck parts, stocking a large inventory and offering local delivery in the Eugene and Springfield areas.

Beyond parts sales, Anderson Brothers provides repair and maintenance services for truck components such as transmissions, differentials, and related systems. Their experienced team focuses on delivering practical, cost-effective solutions that help keep trucks and equipment running reliably. With decades of experience and a commitment to local service, Anderson Brothers Truck & Equipment continues to support the trucking and transportation industries throughout Eugene and surrounding communities.

View on Google Maps
2640 State Hwy 99 N #1, Eugene, OR 97402

Business Hours

- Monday: 7:30 AM–6 PM
- Tuesday: 7:30 AM–6 PM
- Wednesday: 7:30 AM–6 PM
- Thursday: 7:30 AM–6 PM
- Friday: 7:30 AM–6 PM
- Saturday: 8 AM–2 PM
- Sunday: Closed

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A truck does not generally stop working in a remarkable method the first time a driveline or suspension element starts to go bad. Regularly, it offers you tips. A small vibration at highway speed. A clunk when shifting into gear.

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

Choosing the best drivelines and truck parts near Eugene, OR is not just a matter of discovering the cheapest part on the rack. It has to do with matching the part to the real workload, the terrain, the truck's age, and the method it is used. A logging truck, a landscape trailer rig, a farm truck, and a day-to-day work pickup all ask various things from the same standard hardware. When the fit is wrong, the cost appears rapidly in downtime, rough operation, and early wear.

Eugene has its own set of conditions that matter here. Wet winters, steep grades in the surrounding area, blended highway and backroad driving, and a wide variety of work applications all put real stress on driveline elements, U bolts, joints, and related truck parts. The right option begins with comprehending how those pieces interact, not simply what name is stamped on the box.

The driveline is only as great as the system around it

People typically talk about drivelines as though they are a single part. In reality, the driveline is a system. It includes the shaft itself, yokes, universal joints, slip elements, and in some cases support bearings depending upon the truck's setup. If one piece is out of spec, bent, worn, or simply not matched to the lorry's application, the whole system can vibrate, bind, or stop working quicker than expected.

That is why diagnosing a driveline problem takes more than eyeballing the shaft. A truck that has new tires however continues to vibrate may be handling angle issues instead of a bad tire balance. A truck that has actually had current suspension work might now have a pinion angle problem due to the fact that the axle sits differently than it did in the past. Even little changes in ride height can matter. On a work truck, particularly one that frequently hauls or tows, a portion of an inch can modify running angles enough to develop an obvious shake at specific speeds.

An excellent parts provider or driveline store will ask about how the truck is used, what speeds the vibration shows up at, whether the truck is lifted or reduced, and whether any other repairs were done just recently. Those concerns are not small talk. They are how the genuine issue gets narrowed down.

What matters most when selecting drivelines

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

If a truck is stock and used naturally, the original-style driveline might be the best option. It is generally the cleanest path because the factory designed the shaft for the expected torque, wheelbase, and geometry. When the truck has been customized, however, the response modifications. Lift packages, swapped rear axles, various transmission setups, or transformed suspension geometry can all need a custom driveline. That is where experience matters. A store that builds and services drivelines regularly will determine driveline angles, represent slip travel, and make certain the shaft can operate smoothly through the complete series of motion.

Balance is another element that gets neglected till it causes a headache. A driveline can be directly enough to look fine on a bench and still create a vibration at road speed if it is not balanced correctly. That vibration may seem like a tire problem in the beginning, but it typically becomes worse under load or at a particular speed

band. If the truck spends time on the highway, balance becomes specifically essential. A setup that is simply "close sufficient" can become a recurring complaint.

Material quality matters too. Heavier-duty trucks require elements that can endure heat, torque, and duplicated tension without fatiguing early. In some cases the ideal answer is not the thickest possible shaft, however the very best mix of strength, weight, and serviceability. A driveline that is too heavy can develop its own problems, especially if it worries bearings or adds to bad effectiveness. Profundity is better than overspecifying every part.

Signs the driveline requires attention before it fails

Drivers frequently wait till there is a major sign, however driveline issues tend to announce themselves early. The technique is understanding what to listen and feel for. A vibration that appears just at a particular speed is frequently more revealing than a constant shudder. A minor clunk when shifting from drive to reverse can point to play in a joint or yoke. A squeak at low speed might recommend a failing U joint, though it can likewise be something nearby that is loose or dry.

Heat is another idea. If a driveline part runs hotter than it ought to after a typical trip, something is incorrect. Excess friction, bad lubrication, or misalignment can produce heat long before complete failure. In a damp environment like western Oregon, wetness and roadway grime can speed up endure exposed parts, especially if the truck sees gravel, task sites, or seasonal mud.

When the issue is caught early, the repair is often smaller and less costly. Replacing a worn universal joint is one thing. Waiting up until it harms the yoke or triggers security wear is another. The exact same goes for slip yokes and bearings. Once an element has been running loose enough time to mar nearby surfaces, the repair can stop being a simple part swap and develop into a more involved rebuild.

Why custom U bolts deserve more attention than they get

Custom U bolts are among those parts that hardly get observed until they are wrong. Then they end up being extremely obvious. On a truck, specifically one with suspension work, axle modifications, or heavy service demands, the U bolts are not simply fasteners. They are what hold crucial suspension geometry in place. If they are the incorrect size, the incorrect length, or of questionable quality, everything that depends upon axle location begins to drift.

There is a typical temptation to reuse old U bolts because they still "look fine." That is a mistake I have actually seen cause headaches more than once. When a U bolt has been torqued and worked under load, it has already stretched and settled into its previous position. Recycling it can lead to uneven securing force, loosening, and movement between the axle and spring pack. On a truck that transports daily, that motion can appear as axle shift, weird handling, or sped up wear on related parts.



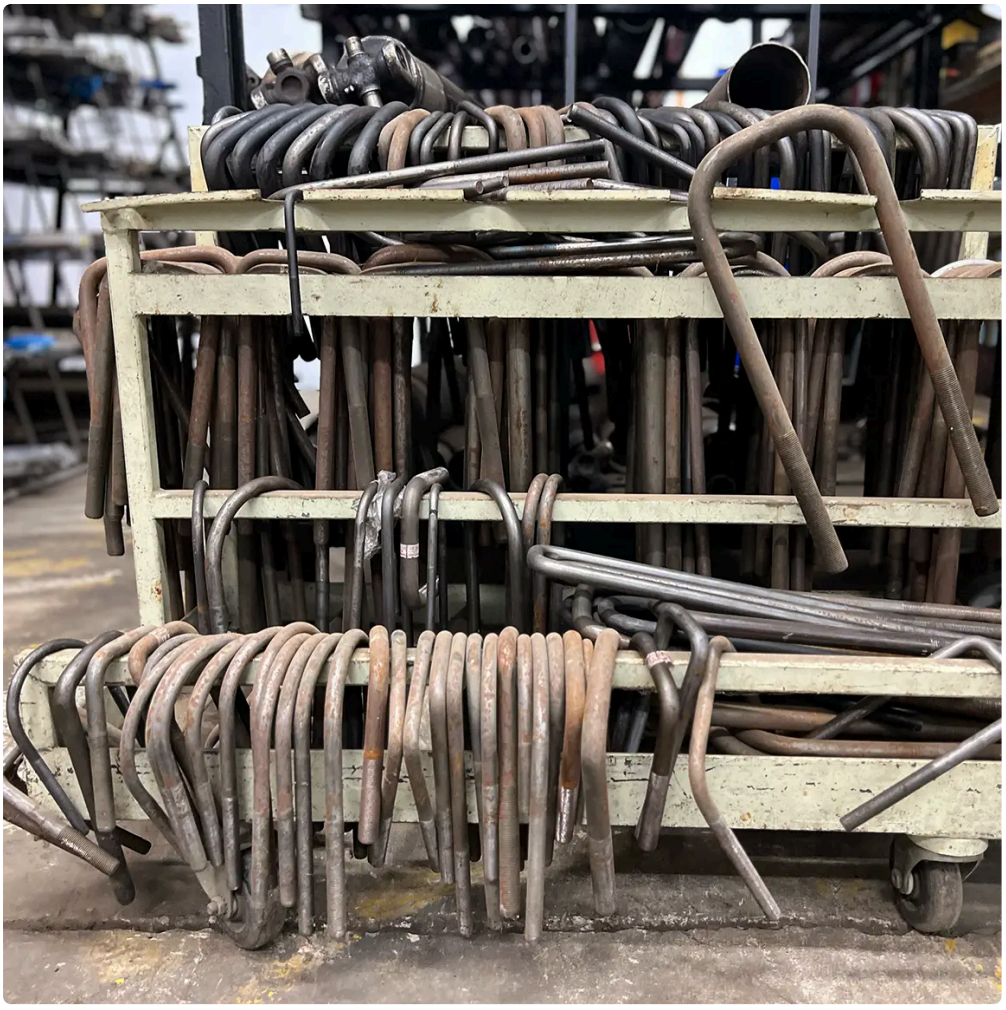
Custom U bolts are especially crucial when the truck is not exactly stock. Perhaps the axle has been changed. Maybe the spring pack is thicker. Perhaps there is a lift or other suspension modification. Off-the-shelf hardware may be close, however close is not the like proper. A custom U bolt should match size, inside width, leg length, thread pitch, and grade suitable for the application. If the drivelines bend radius is incorrect or the threads are too brief, the result can be a poor clamp or a part that simply does not install safely.

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

How to evaluate truck parts without getting lost in options

The phrase truck parts covers a great deal of ground, from steering and suspension pieces to bearings, seals, mounts, and driveline components. Eugene purchasers frequently need to weigh schedule versus quality, specifically when a truck is down and a repair can not wait. Quick schedule is useful, but it should not be the only filter.

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



For fleet trucks or equipment that works every day, an inexpensive part that fails early is much more pricey than a lion's share with a higher in advance price. Downtime expenses cash. So does duplicated labor. If a front-end component takes a couple of hours to replace and then stops working again 6 months later on, the "cost savings" disappear rapidly. That does not imply every task requires the most expensive alternative. It implies the part ought to fit the truth of use.

Local roadways around Eugene include their own wear profile. Holes, rain, and worksite conditions penalize minimal parts. That is one factor it assists to buy from providers who understand trucks in this region, not just trucks in basic. Experience with regional conditions leads to much better recommendations.

The value of purchasing from individuals who in fact measure

Parts catalogs are useful, but they do not replace hands-on measurement. A driveline constructed from the wrong measurement can be off by enough to trigger instant fitment issues, and sometimes the problem is not obvious until the truck is back together. This is particularly real when you are handling custom U bolts or a replacement driveline on a customized rig.

A store that determines the old shaft, checks operating angles, inspects yokes, and verifies the actual set up dimensions is doing the work that keeps the truck on the roadway. The same uses to suspension hardware. If a provider wants to verify thread size, leg length, inside width, and the thickness of the spring pack before supplying custom U bolts, that is a strong sign they comprehend the distinction between inventory and fit.

Measurement also assists prevent the quiet failures that occur after a hurried set up. Parts can be "close sufficient" in the sense that they bolt together, yet still be wrong in the manner in which matters. That is how

vibrations, premature wear, and duplicated callbacks occur. Accuracy at the counter is cheaper than identifying a mystery shake later.

A useful assessment habit for truck owners

A truck owner does not require a full shop to capture the early signs of trouble. A cautious walk-around after a long run or before a hectic workweek can prevent a bad surprise. Take notice of spots around seals, loose hardware, unusual play near joints, and any fresh wear patterns on tires or suspension contact points. If something has actually changed in the way the truck feels, do not dismiss it since the truck is "still driving fine."

A few checks are particularly worth making before a truck gets returned into routine service:

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

That type of routine takes minutes, not hours. It likewise assists separate a small upkeep task from a major repair.

When repair is better than replacement

Not every driveline concern calls for a full replacement. In some cases a joint, bearing, or yoke can be serviced without rebuilding the entire assembly. That is where practical experience matters once again. A store that sees a lot of truck parts can frequently tell the difference between a shaft that requires attention and one that is just worn beyond reasonable repair.

If the tube itself is directly, the yokes remain in great condition, and the problem is separated to a used joint, repair may be the reasonable path. If there shows up damage, excessive runout, duplicated vibration, or a history of overloaded use, replacement may be the smarter financial investment. The decision ought to be based upon condition, not habit.

The same reasoning applies to suspension hardware. If custom U bolts are removed throughout service, they should generally be replaced instead of recycled. That is not a sales strategy, it is how securing stability is protected. A part that holds the axle in positioning is not where you wish to gamble.

Choosing a provider near Eugene, OR

For truck owners in Eugene, benefit matters, but it should not exceed skills. The very best suppliers are the ones who can do three things well: determine the right part, verify the fit, and assist you understand whether repair or replacement makes more sense. That mix is particularly important when handling drivelines, custom U bolts, and other truck parts that impact safety and drivability.

A trusted local source ought to want to ask comprehensive questions without rushing you off the phone. They must care whether the truck is stock, raised, heavily crammed, or used off pavement. They need to comprehend that a work truck requires various treatment than a light-use personal pickup. If they can just talk in part numbers and can not discuss usage case, that is a warning sign.

The exact same goes for turn-around time. It is easy to assure a quick repair when a standard part is sitting on the shelf. It is harder, and more valuable, to explain that a custom shaft or specialized hardware will take

additional time because it needs to be developed properly. A truck owner generally benefits more from precision than from speed that develops another repair cycle.

Getting the truck back to work with less surprises

A driveline or suspension repair need to resolve the issue, not develop a new one. That is why the best outcomes usually originate from a mindful combination of evaluation, measurement, and part selection. If the truck is vibrating, the origin may be angle, balance, wear, or an inequality in between elements. If the suspension hardware is being replaced, custom U bolts should match the real setup instead of a generic brochure description. If you are looking for truck parts more broadly, the question is never just whether the part fits physically. It is whether it fits the truck's job.

In the Eugene area, where trucks see a mix of weather condition, road conditions, and working demands, that sort of judgment settles. The right parts last longer, ride much better, and reduce the kind of recurring problems that waste time. A truck that has the right drivelines, properly made custom U bolts, and reputable truck parts is just much easier to keep working, which is the point in the first place.

Anderson Brothers Truck & Equipment is located in Eugene, Oregon
Anderson Brothers Truck & Equipment was founded in 1949
Anderson Brothers Truck & Equipment serves commercial truck owners
Anderson Brothers Truck & Equipment serves fleet operators
Anderson Brothers Truck & Equipment provides heavy-duty truck parts
Anderson Brothers Truck & Equipment provides truck equipment repair services
Anderson Brothers Truck & Equipment specializes in driveline fabrication
Anderson Brothers Truck & Equipment performs driveline repair
Anderson Brothers Truck & Equipment offers custom U-bolt bending
Anderson Brothers Truck & Equipment manufactures custom U-bolts
Anderson Brothers Truck & Equipment sells new truck parts
Anderson Brothers Truck & Equipment sells used truck parts
Anderson Brothers Truck & Equipment maintains heavy-duty trucks
Anderson Brothers Truck & Equipment repairs truck transmissions
Anderson Brothers Truck & Equipment repairs truck differentials
Anderson Brothers Truck & Equipment supports the trucking industry
Anderson Brothers Truck & Equipment operates in Lane County, Oregon
Anderson Brothers Truck & Equipment provides parts delivery services
Anderson Brothers Truck & Equipment supplies components for heavy equipment
Anderson Brothers Truck & Equipment serves customers in Eugene and Springfield, Oregon
Anderson Brothers Truck & Equipment has a phone number of (541) 688-8686
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 shopping at Red Barn Natural Grocery, many truck owners plan service stops for Drivelines maintenance, Custom U Bolts production, and essential Truck Parts.