

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 finding the nearest counter and more about understanding what actually keeps a truck dependable on regional roadways, logging stimulates, job websites, and long run

throughout the valley. A part that looks close enough on paper can turn into a lengthy error once it satisfies real-world vibration, load, weather, and the kind 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 just as much as the part name itself.

I have actually seen lots of trucks sidelined by parts that were technically "compatible" but not effectively matched. A U-bolt that is a touch short, a shaft that was determined with the suspension at the wrong trip height, or a universal replacement that seemed more affordable in the beginning can all develop more expense than the initial repair ever would have. The much better technique is deliberate and practical. Know what you require, understand how to validate it, and understand when a local specialist is worth more than a brochure price.

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

Truck parts are most convenient to source properly when you start with how the truck is used. A 3/4-ton pickup that tows a skid steer each week lives a very various life from a similar truck used for light service calls. The responsibility cycle shapes everything, from brake wear to driveline angle to the way suspension hardware settles gradually. Even a truck's model 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 questions are typically easy ones: What axle is under it? Has the suspension been modified? Is the truck stock height or raised? Has the rear driveshaft been replaced before? These information can save a great deal of lost effort. A person can purchase 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 prior repair. That is where lots of sourcing issues begin.

Eugene has its own variation of these complications. Work trucks here typically see a mix of city traffic, rainy season deterioration, gravel roadways, and much heavier seasonal needs. Parts that endure simply fine in a mild commuter usage can wear faster when a truck is used to transport, plow, tow, or bring equipment. The key is to source for the truck as it exists now, not as it rolled off the assembly line.

Measuring matters more than guessing

A lot of driveline issues boil down to measurement, and that is where a cautious store makes its keep. If you are sourcing drivelines, lengths can not be eyeballed. A shaft that is even off by a percentage can cause vibration, slip yoke problems, or early wear on U-joints and bearings. The very same is true with custom U bolts. You require the appropriate size, inside width, inside length, thread size, and product grade, and those numbers should come from the actual axle and spring pack, not a guess from memory.

For driveline work, the most trusted measurements are taken under the truck at 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 drooped can produce misleading numbers. If the truck has a lift package, drooping springs, or a replaced transmission, those changes impact the final measurement. I have seen a half-inch inconsistency produce a lot of unneeded chasing, specifically when a store is trying to rule out vibration on a truck that just reveals the issue 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, but 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 brief, the nut engagement is compromised. If it is too long, the extra threads can hinder other parts or decrease clamping consistency if the style is incorrect. The bend radius must suit the axle tube and spring pack.

The product grade must be proper 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 excellent questions

One of the easiest ways to separate a parts counter that comprehends trucks from one that just moves boxes is to take notice of the questions they ask. An excellent supplier does not simply desire a year, make, and model. They inquire about lift height, wheelbase, axle tags, transmission type, engine, cab configuration, and whether the truck has been modified. That is particularly important with drivelines, due to the fact that factory specifications can differ in between engine packages and drivetrain configurations in manner ins which are not apparent at a glance.

In Eugene, the best regional suppliers tend to know that a truck used for construction, forestry, farming, or service work will need a more cautious match than a stock commuter lorry. They are used to dealing with trucks that have actually been repaired by multiple turn over the years. If you are working with a store that immediately reaches for the part number without asking anything else, continue carefully. Part numbers are useful, but they are not a replacement for fitment knowledge.

There is likewise worth in selecting providers who know the difference between replacement and correction. Some parts are simple replacements. Others solve a problem. If a driveline vibration is triggered by used pinion bearings or bad provider positioning, purchasing a new shaft alone might not fix 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 repeating the exact same repair.

Don't let rate be the only filter

Price matters, obviously. No one ought to pay too much for common truck parts when a sensible alternative exists. Still, the most affordable price can be pricey if it causes downtime, repeated labor, or damage to adjacent components. That is particularly true with drivelines and suspension hardware, where the labor to eliminate and re-install the part can go beyond the part cost quickly.

A cheap 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 deal part that forces a second teardown is seldom a bargain for long. What generally pays off is a careful comparison of cost, lead time, material quality, and confidence in the fit.

In practice, I would rather see someone invest a little more on the proper part than chase a more affordable version that develops negative effects. That does not suggest purchasing the most costly option. It suggests comprehending 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 often the right response. Any truck with lift modifications, swap axles, modified suspension packs, or nonstandard axle tube measurements may need U bolts made to spec. The same chooses restored 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 become custom really quickly. As soon as a truck has been raised, reduced, transformed, or rebuilt with non-original driveline parts, the shaft length and balance frequently require to be tailored. If the truck has actually seen a transmission swap, a different rear axle, or perhaps a major suspension change, a stock replacement may not be right. A custom shaft lets the store match length, yoke style, tube diameter, and U-joint setup to the real vehicle.

A useful rule applies here. If the truck has more than one adjustment that impacts the drivetrain or suspension, custom is typically less dangerous than attempting to require a stock part into location. The up-front effort is higher, but the end result is cleaner. Trucks are better when the driveline geometry is best and the suspension hardware is securing as designed.

Use regional understanding to your advantage

Eugene has a strong network of repair shops, fabrication businesses, and parts providers that comprehend regional truck demands. That regional knowledge can save hours. A shop that regularly deals with Pacific Northwest work vehicles will know how wetness, roadway spray, and rust impact fasteners and driveline parts. They will likewise understand the real-world need to keep trucks moving through wet months, not just on a perfect shop 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 household often times can inform you which U-joint series is common, which yoke styles tend to give problem, or which replacement U bolts tend to seat much better on a particular axle. Regional experience also assists with turn-around time. If a truck is down, waiting on a part delivered from across the country can be even more pricey than spending for a regional order that gets the vehicle back on the roadway 2 days sooner.

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



Inspect the associated components before you order

A new truck part hardly ever works alone. The surrounding hardware often figures out whether the repair lasts. When sourcing drivelines, examine 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 often include more than one culprit, so changing simply the apparent 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, cracked leaves, or used center bolts, the new hardware may clamp an issue rather than solve it. On older trucks, corrosion can thin out the spring plate around the hole, which alters how the load transfers. If that is ignored, even a correctly made U bolt might not hold as intended.

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

Ask for the specifications that actually matter

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

A short checklist helps keep the process 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 product grade for load-bearing hardware
- ask whether the part is stock replacement or custom-built

That sort of discipline conserves money and lowers rework. It likewise helps when there is more than one person involved, such as a fleet manager, mechanic, and parts counter all trying to coordinate the same repair. Clear specifications lower confusion and prevent the familiar problem of everybody assuming another person confirmed the dimensions.

Pay attention to fabrication quality

Not all custom work is equivalent. 2 parts can have the very same dimensions and behave very differently as soon as installed. For drivelines, weld quality, tube straightness, and balance are crucial. A shaft can look fine on a bench and still vibrate on the road if the fabrication process was careless. Balance problems usually show up at speed, often around 40 to 60 mph, and they can be aggravating due to the fact that they feel like tire or bearing issues at first.

Custom U bolts reveal a comparable divide. The bend should be tidy and symmetrical. Threads need to be cut effectively, not mangled. The finish should suit the environment, especially in Eugene where wet weather can accelerate deterioration. A reliable part will seat naturally and maintain clamp load. A careless one may work for a while, then begin to shift or loosen under duplicated load cycles.

This is where it pays to check the part before setup. You do not require to be a machinist to find obvious problems. Uneven bends, bad thread quality, irregular plating, or obvious mismatch to the axle are all warning indications. When a part is going to hold up the back 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 quantity of sourcing difficulty comes from poor timing. People typically wait till a truck is currently torn apart to start buying parts. That produces 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 method, the truck does not sit half-disassembled while somebody attempts to rush a special order.

This is particularly helpful for fleet automobiles or professional trucks that can not remain down long. Even a day or two of downtime can interfere with shipment schedules, service calls, or job progress. A little preparation assists. Validate part availability first. Verify whether custom fabrication is required. Ask about lead times before the truck goes into the bay. If the automobile is important to the work week, those few phone calls can conserve a lot of stress.

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

Build relationships with individuals who understand the trade

There is still real value in understanding the individual behind the counter or the producer who validates the work. That relationship settles when you have an oddball axle, a modified suspension, or a driveline problem that does not fit a standard response. People 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 particularly beneficial in a place like Eugene, where trucks serve a large mix of markets and conditions. A reputable provider remembers how a particular fleet is configured, what parts have actually

operated in the past, and where the common failure points are. In time, that memory becomes part of the repair process. You spend less time re-explaining the truck and more time getting the right part on the first try.

The finest sourcing choices frequently originate from that mix of information and trust. The numbers still matter. The measurements still matter. However judgment matters too, especially with drivelines and custom U bolts, where small errors become big vibrations or hardware failures.

Truck parts, when sourced well, vanish into the job they are meant to do. The truck starts, pulls, hauls, and settles into service without calling attention to itself. That is the basic worth aiming for in Eugene, whether the truck is an everyday workhorse, a brought back classic, or a modified rig that needs a little additional attention to get whatever lined up correctly. The ideal parts, the ideal measurements, and the ideal source make that result a lot more likely.

Anderson Brothers Truck & Equipment is located in Eugene, Oregon

Anderson Brothers Truck & Equipment was founded in 1949

Anderson Brothers Truck & Equipment serves commercial truck owners

Anderson Brothers Truck & Equipment serves fleet operators

Anderson Brothers Truck & Equipment provides heavy-duty truck parts

Anderson Brothers Truck & Equipment provides truck equipment repair services

Anderson Brothers Truck & Equipment specializes in driveline fabrication

Anderson Brothers Truck & Equipment performs driveline repair

Anderson Brothers Truck & Equipment offers custom U-bolt bending

Anderson Brothers Truck & Equipment manufactures custom U-bolts

Anderson Brothers Truck & Equipment sells new truck parts

Anderson Brothers Truck & Equipment sells used truck parts

Anderson Brothers Truck & Equipment maintains heavy-duty trucks

Anderson Brothers Truck & Equipment repairs truck transmissions

Anderson Brothers Truck & Equipment repairs truck differentials

Anderson Brothers Truck & Equipment supports the trucking industry

Anderson Brothers Truck & Equipment operates in Lane County, Oregon

Anderson Brothers Truck & Equipment provides parts delivery services

Anderson Brothers Truck & Equipment supplies components for heavy equipment

Anderson Brothers Truck & Equipment serves customers in Eugene and Springfield, Oregon

Anderson Brothers Truck & Equipment has a phone number of (541) 688-8686

Anderson Brothers Truck & Equipment has an address of 2640 State Hwy 99 N #1, Eugene, OR 97402

Anderson Brothers Truck & Equipment has a website <https://andersonbrotherste.com/>

Anderson Brothers Truck & Equipment has Google Maps listing <https://maps.app.goo.gl/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 shopping at [Valley River Center](#), commercial truck operators often stop nearby for professional Drivelines service, Custom U Bolts, and essential Truck Parts.