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

Follow Us:

- Facebook: https://www.facebook.com/andersonbrotherseugene
- Instagram: https://www.instagram.com/andersonbrotherste/

Buying truck components looks uncomplicated till you are standing beside a handicapped rig, trying to choose whether the issue remains in the driveline, a suspension fastener, or a part that has actually been quietly using

itself out for months. The problem is that truck parts do not fail in cool, separated ways. A vibration in the cab can trace back to a worn U-joint, a bent shaft, a careless spring perch, or a mismatch in replacement parts that must have been captured long before setup. That is why a severe purchaser requires more than a parts brochure and a part number. You need a working understanding of how the pieces mesh, what can be recycled safely, and where the inexpensive choice ends up being costly in a hurry.

For fleet managers, owner operators, farm trucks, employment equipment, and anybody who keeps a durable car on the road, the purchase decision is rarely about price alone. It is about downtime, fitment, durability, and the confidence that the part you set up will survive genuine service. The best buyers find out to check out wear patterns, ask the best concerns, and judge suppliers by the details they supply, not simply by the label on the box.

The driveline is worthy of more attention than it generally gets

A driveline is one of those systems people disregard till it complains loudly. Then the discussion turns urgent. A truck that begins to shake at highway speed, develops a clunk when shifting into gear, or reveals a balanced thump under load is typically sending out a message from the driveline. That message is simple to misread if you do not understand the basics.

At its core, the driveline transfers torque from the transmission or transfer case to the axle. That sounds simple, however the assembly has to work under changing angles, differing loads, and constant motion from suspension travel. A shaft that is somewhat out of balance at a look can end up being an expensive problem on the roadway. A worn slip yoke can simulate tire difficulty. A bad universal joint can make a truck feel rough enough that drivers begin blaming the engine or transmission.

The most important purchasing lesson is that driveline parts must be matched to the truck's actual operating conditions, not just its year, make, and model. A service truck that spends its life on pavement has various needs than a dump truck, a logging rig, or a vehicle that sees repeated expression on irregular ground. The right replacement typically depends upon shaft length, working angle, power output, running speed, and the sort of abuse the truck sees on a typical day.

One shop owner I dealt with dealt with every vibration complaint as a wheel balance problem. That worked until a medium-duty truck was available in twice in one month with the very same complaint. The problem ended up being a driveline angle that had actually wandered after suspension work, drivelines integrated with a worn U-joint that just showed signs under load. The parts costs was modest. The labor, plus the lost time chasing after the wrong diagnosis, was not. That is the covert cost of treating driveline repairs as guesswork.

What to examine before purchasing replacement driveline parts

A correct examination is worth more than a stack of replacement parts bought in a hurry. You wish to know whether the shaft is salvageable, whether the vibration originated from wear or damage, and whether related components require replacement at the same time. On a truck that has worked hard, it prevails to find more than one concern at once.

If the shaft is visibly dented, twisted, or has missing balance weights, replacement is normally the better move. If the U-joints program play, rust bleeding from the caps, or indications of heat, they must not be disregarded. If the slip yoke shows galling or binding, the shaft might be attempting to move in a method the suspension no longer supports. Changing one worn part and leaving another jeopardized element in location often results in a repeat repair.

When buying drivelines, the measurements matter. Tube diameter, wall thickness, shaft length, flange pattern, spline count, and operating angle all affect fit and performance. A purchaser who can provide accurate measurements conserves time and prevents the common mistake of purchasing a "close enough" replacement that gets here only to expose a mismatch in yokes or general length.

Custom U-bolts are a little part with outsized consequences

Few elements are as simple to ignore as custom U bolts. They do not get the attention that drivelines do, and they are not glamorous parts. Yet a bad U-bolt choice can create positioning concerns, enable axle shift, or compromise securing force in a suspension system that depends on consistent preload. On trucks that carry, tow, or work off-road, that matters more than lots of buyers realize.

U-bolts clamp the axle to the spring pack or associated suspension assembly. They are expected to hold tension, resist fatigue, and keep a protected connection over duplicated load cycles. As soon as a U-bolt has actually been extended, corroded, bent throughout elimination, or heat-damaged, recycling it is a gamble. In practice, the better technique is to deal with U-bolts as consumable hardware when suspension work is involved, particularly if the automobile is older or has seen a great deal of exposure to salt, mud, or chemical road treatment.

Custom U bolts become specifically important when a truck has actually been modified. Lift sets, suspension changes, axle swaps, spring conversions, and occupation upfits often leave basic hardware out of spec. A generic part may appear close, however "close" is not the like proper when clamp load and thread engagement are at stake. The radius, leg length, thread diameter, width, and inside spread need to match the application. A couple of millimeters off can affect how the nut seats and how the assembly secures under vibration.

There is also a practical service issue. When a technician has to force an ill-fitting U-bolt into location, the install itself becomes suspect. Threads get harmed, nuts gall, and torque readings end up being less trustworthy. The buyer conserves a little on the front end and pays for it later on in labor and lost confidence.

Signs that U-bolts need to be changed, not reused

A lot of pricey mistakes start with a recycled fastener that needs to have been retired. In a working truck environment, there are clear signs that custom U bolts are no longer fit for service. Rust pitting in the bend, stretched threads, removed nuts, flattened washers, or visible contortion all point toward replacement. So does any proof that the axle has actually moved under load.

If a truck has actually been in service for years and the suspension is already apart, replacement is generally the much better buy even when the old hardware still "looks fine." That judgment originates from experience more than theory. U-bolts are low-cost compared to the repercussions of a loose axle or compromised clamping force. The parts costs is not the real concern. The real question is whether you want to rely on old hardware below a crammed vehicle that may be running thousands of miles in between major inspections.

The smartest truck parts buyers believe in systems, not individual pieces

A truck is a system of synergistic parts, and that is particularly real in the driveline and suspension areas. Changing one part without considering the surrounding wear can develop an incorrect sense of repair. The truck may leave the shop peaceful and smooth, then return weeks later on with the very same grievance due to the fact that the root cause was only partly addressed.

That is why severe buyers analyze truck parts in context. If a U-joint stopped working due to the fact that the driveline angle is incorrect, the new joint might not last. If the axle has actually moved because U-bolts lost clamp force, a fresh shaft might still vibrate. If the spring bushings are worn, the geometry modifications under load and the rest of the hardware gets blamed for a problem caused elsewhere.

This is where excellent providers identify themselves. A strong parts partner requests for the car's use case, not simply the VIN. They need to know whether the truck is stock, raised, packed, driven on-road, or exposed to serious service. They also know when to flag a possible inequality. That sort of feedback deserves spending for, since it minimizes the possibility of purchasing the incorrect truck parts twice.

A purchaser who just goes after the most affordable unit rate often gets burned on freight, downtime, and repeat labor. A purchaser who values fitment and life span typically ends up ahead. The distinction shows up in fleets, where a single preventable failure can sideline a lorry, interfere with scheduling, and force mechanics into reactive work rather of planned maintenance.

How to judge quality without getting lost in marketing language

Truck parts brochures have lots of promising descriptions. Some of them are useful. Many are just noise. The buyer's task is to separate genuine specification from unclear sales language.

For driveline components, the key questions are uncomplicated. What product is used in the shaft and tubing? Are the welds constant? Is the assembly stabilized for the intended operating variety? Are the yokes and joints sized for the torque demand? For U-bolts, what is the steel grade, what are the thread dimensions, and is the production process suited to the load? For suspension and related truck parts, what is the anticipated service environment and how does the part hold up under rust, heat, and duplicated vibration?

Certification and screening claims need to be dealt with thoroughly. If a provider makes a claim, ask what it in fact indicates in practical terms. A part developed to a certain specification is only helpful if that spec applies to your truck and your application. A durable label on its own is not a warranty. Also, a lower-cost replacement may work very well if it comes from a reputable producer with constant measurements and correct material selection. The price does not tell the entire story.

When possible, compare genuine dimensions, not just model compatibility notes. A truck that has actually been modified, fixed, or converted may no longer match stock setup exactly. That is particularly typical in occupation fleets and older service vehicles. A mindful purchaser checks before ordering, because even little distinctions in length, clamp width, or flange pattern can suggest the distinction between a tidy set up and a return shipment.

The surprise cost of getting truck parts wrong

Mistakes in truck parts procurement seldom stay on the parts billing. They show up in labor hours, delayed shipments, revamp, missed consultations, and annoyed chauffeurs. A truck that comes back into the bay for the exact same problem ties up time that might have been invested in productive maintenance. For a fleet, that can snowball into a schedule concern. For an owner operator, it can suggest a missed out on load or a weekend under the truck rather of on the road.

There is likewise the expense of collateral damage. A driveline issue left unsolved can beat up bearings, seals, and transmission elements. A suspension fastener installed incorrectly can affect axle alignment and tire wear. An ignored vibration can create repetitive stress in the cab, the mounts, and even the frame. By the time the initial fault is recognized, the truck might require several repairs rather of one.

This is why skilled purchasers typically keep a closer eye on service periods after major element replacement. A fresh driveline must be checked after a break-in period. U-bolts should be torqued to spec and rechecked if the application requires it. Any indication of movement, shifting, or unusual wear needs instant attention. The very best upkeep programs are not stiff lists. They are responsive to what the vehicle is telling you.

Practical purchasing routines that conserve cash and downtime

There are a few routines that separate great purchasers from costly ones, and they are not complicated. They just require discipline.

First, record what came out of the truck before ordering replacements. Measurements, part numbers, images of wear, and notes about operating conditions conserve time later. Second, ask whether a part is suggested for stock, sturdy, or custom use. Third, replace related hardware when the task justifies it, specifically fasteners and use products that have currently been worried. 4th, buy from suppliers who comprehend trucks as working equipment, not simply as brochure entries.

If you are sourcing drivelines, make sure the supplier can assist with length, balance, yokes, and running angles. If you are purchasing custom U bolts, validate the bend radius, leg length, thread size, and clamp requirements before money modifications hands. If you are looking for broader truck parts, be clear about the responsibility cycle. A truck that idles all the time, crawls over rough ground, or pulls heavy loads has a various parts profile than a gently used highway unit.

An excellent parts purchase often feels uninteresting after the reality. That is normally an indication you got it right. The truck goes back to work. The vibration vanishes. The axle stays put. The phone does not sound with a repeat problem. Uninteresting is underrated in fleet maintenance.

The buyer's edge originates from asking much better questions

The most trusted way to purchase drivelines, custom U bolts, and truck parts is to treat the purchase as a technical decision, not a transaction. That does not imply every buyer requires to end up being a mechanic. It does suggest finding out enough about the system to find weak responses and avoid guesswork.

When a supplier can go over fitment, material, dimensions, and application without hiding behind vague language, that is an excellent sign. When a part is offered with no concern for the truck's real usage, that is a caution. Trucks live difficult lives. Their parts ought to be chosen by people who respect that reality.

A well-chosen driveline can remove years of annoyance vibration. Correct custom U bolts can protect axle place and suspension geometry under load. The best truck parts, picked with care, minimize downtime and extend the helpful life of the automobile. That is what great purchasing appears like. It is not fancy, however it keeps trucks moving, and in this company, that is what matters most.

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

Visitors enjoying outdoor time at Alton Baker Park are only a short drive from expert Drivelines repair, Custom U Bolts services, and high-quality Truck Parts.