

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 discovering the closest counter and more about understanding what actually keeps a truck trustworthy on local roads, logging stimulates, task sites, and long run

throughout the valley. A part that looks close enough on paper can develop into a lengthy mistake once it meets real-world vibration, load, weather condition, and the sort of stop-start usage that defines work trucks in western Oregon. That is specifically real 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 a lot of trucks sidelined by parts that were technically "compatible" but not properly matched. A U-bolt that is a touch short, a shaft that was measured with the suspension at the wrong ride height, or a universal replacement that appeared more affordable in the beginning can all produce more expense than the initial repair ever would have. The better technique is intentional and useful. Know what you require, know how to validate it, and understand when a local specialist deserves more than a catalog price.

Start with the truck's real task, not just the design year

Truck parts are simplest to source correctly when you start with how the truck is used. A 3/4-ton pickup that tows a skid guide each week lives a really various life from a comparable truck used for light service calls. The task cycle shapes whatever, from brake wear to driveline angle to the way suspension hardware settles with time. Even a truck's model year does not inform the complete story, since axle swaps, lift packages, flatbeds, service bodies, and previous repairs can all change what fits.

When I am helping figure out parts, the first concerns are typically basic ones: What axle is under it? Has the suspension been customized? Is the truck stock height or raised? Has the rear driveshaft been replaced before? These details can save a lot of squandered effort. A person can order 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 problems begin.

Eugene has its own version of these complications. Work trucks here often see a blend of city traffic, rainy season deterioration, gravel roadways, and much heavier seasonal needs. Parts that endure simply fine in a moderate commuter use can use quicker when a truck is used to carry, plow, tow, or carry 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 mindful shop 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 problems, or early wear on U-joints and bearings. The same is true with custom U bolts. You need the proper size, inside width, inside length, thread size, and product grade, and those numbers ought to originate from the actual axle and spring pack, not a guess from memory.

For driveline work, the most reputable measurements are taken under the truck at normal trip 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 drooped can produce deceptive numbers. If the truck has a lift set, drooping springs, or a changed transmission, those modifications affect the last measurement. I have actually seen a half-inch discrepancy produce a great deal of unneeded chasing, specifically when a shop is attempting to dismiss vibration on a truck that just shows the issue under load.

Custom U bolts are worthy of the exact same level of care. Individuals sometimes believe a U bolt is a generic fastener, but it is not. The clamp load on a spring pack or axle assembly depends on 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 interfere with other parts or decrease securing consistency if the design is incorrect. The bend radius need to suit the axle tube and

spring pack. The material grade must be suitable for the weight and utilize case. On trucks that see rough work, that is not a location to save a few dollars.

Choose suppliers who ask excellent questions

One of the simplest ways to separate a parts counter that understands trucks from one that just moves boxes is to take notice of the questions they ask. A great provider does not simply want a year, make, and model. They ask about lift height, wheelbase, axle tags, transmission type, engine, cab setup, and whether the truck has actually been customized. That is especially crucial with drivelines, because factory specs can vary in between engine packages and drivetrain configurations in ways that are not apparent at a glance.

In Eugene, the best regional suppliers tend to know that a truck used for construction, forestry, agriculture, or service work will need a more mindful match than a stock commuter lorry. They are used to handling trucks that have been fixed by multiple hands over the years. If you are dealing with a store that right away grabs the part number without asking anything else, proceed carefully. Part numbers are useful, however they are not an alternative to fitment knowledge.

There is also worth in choosing suppliers who understand the distinction between replacement and correction. Some parts are easy replacements. Others resolve an issue. If a driveline vibration is caused by worn pinion bearings or bad provider alignment, buying a new shaft alone may not repair it. Likewise, custom U bolts may reveal a bent spring perch or tired leaf pack. A thoughtful provider will notice those possibilities and assist you prevent duplicating the same repair.

Don't let rate be the only filter

Price matters, of course. No one ought to pay too much for common truck parts when a sensible alternative exists. Still, the most affordable rate can be costly if it results in downtime, repeated labor, or damage to surrounding parts. That is specifically real 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 percentage can produce vibrations that are hard to trace and frustrating to drive with. A poor-quality U bolt can stretch, lose clamp load, or stop working to seat properly. A deal part that forces a second teardown is seldom an anticipate long. What generally pays off is a cautious contrast of cost, lead [truck parts](#) time, material quality, and confidence in the fit.

In practice, I would rather see somebody invest a bit more on the appropriate part than chase a more affordable variation that creates adverse effects. That does not mean buying the most costly alternative. It indicates understanding what the part does, where the risk lives, and what failure would cost. On a work truck, reliability belongs to the operating budget.

Know when custom deserves it

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

Drivelines likewise become custom extremely quickly. Once a truck has actually been lifted, reduced, transformed, or rebuilt with non-original driveline parts, the shaft length and balance frequently require to be customized. If the truck has actually seen a transmission swap, a various rear axle, or even a major suspension modification, a stock replacement may not be right. A custom shaft lets the store match length, yoke design, tube size, and U-joint configuration to the actual vehicle.

A practical rule applies here. If the truck has more than one modification that impacts the drivetrain or suspension, custom is typically less dangerous than trying to force a stock part into location. The up-front effort is greater, however the end outcome is cleaner. Trucks are happier when the driveline geometry is best and the suspension hardware is clamping as designed.

Use regional understanding to your advantage

Eugene has a strong network of service center, fabrication organizations, and parts providers that understand regional truck needs. That local understanding can conserve hours. A store that routinely deals with Pacific Northwest work vehicles will understand how wetness, roadway spray, and deterioration affect fasteners and driveline components. They will also understand the real-world need to keep trucks moving through damp months, not just on a perfect shop floor.

That matters in the sourcing procedure due to the fact that some truck parts are interchangeable in theory but not in the field. A supplier who has seen the exact same drivetrain household often times can inform you which U-joint series is common, which yoke designs tend to provide difficulty, or which replacement U bolts tend to seat better on a particular axle. Regional experience also assists with turnaround time. If a truck is down, waiting on a part shipped from throughout the country can be much more expensive than spending for a local order that gets the vehicle back on the road 2 days sooner.

There is likewise value in having the ability to bring the old part in. A worn U bolt narrates. A twisted shaft, chewed yoke, or elongated spring plate hole often reveals more than a spreadsheet ever will. A regional supplier can look at the part in hand and capture things that photos miss.

Inspect the related components before you order

A new truck part rarely works alone. The surrounding hardware typically figures out whether the repair lasts. When sourcing drivelines, analyze the U-joints, carrier bearing, slip yoke, pinion yoke, and transmission output seal. If any of those are worn, a new shaft can be jeopardized early. Vibration problems typically involve more than one perpetrator, so replacing simply the obvious part may not be enough.

With custom U bolts, examine the spring plates, axle seats, and leaf pack condition. If the spring pack has moved, broken leaves, or worn center bolts, the new hardware might secure an issue rather than fix it. On older trucks, corrosion can thin out the spring plate around the hole, which changes how the load transfers. If that is neglected, even a properly made U bolt might not hold as intended.

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

Ask for the specs that actually matter

When you are buying drivelines, custom U bolts, or other truck parts, the most useful paperwork is not fancy. It is dimensional and particular. A provider must have the ability to inform you what they need to match and why. For a driveline, that may include compressed and extended length, tube size, yoke series, spline count, and balance requirements. For custom U bolts, it may include leg length, bend width, thread size, material grade, and nut style.

A brief checklist assists keep the process tidy:



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

That type of discipline saves cash and reduces rework. It likewise helps when there is more than a single person involved, such as a fleet manager, mechanic, and parts counter all trying to collaborate the very same repair.

Clear specifications decrease confusion and prevent the familiar issue of everyone presuming another person validated the dimensions.

Pay attention to fabrication quality

Not all custom work is equivalent. 2 parts can have the same measurements and act extremely in a different way when installed. 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 process was reckless. Balance concerns usually appear at speed, frequently around 40 to 60 miles per hour, and they can be aggravating due to the fact that they seem like tire or bearing problems at first.

Custom U bolts reveal a comparable divide. The bend should be clean and balanced. Threads should be cut appropriately, not mangled. The surface should match the environment, specifically in Eugene where damp weather condition can speed up rust. A reliable part will seat naturally and keep clamp load. A careless one might work for a while, then start to shift or loosen up under duplicated load cycles.

This is where it pays to inspect the part before setup. You do not need to be a machinist to identify apparent concerns. Uneven bends, poor thread quality, irregular plating, or apparent inequality to the axle are all cautioning indications. When a part is going to hold up the rear of a truck or transmit power down the centerline of the chassis, "close enough" is not a severe standard.

Plan for downtime before the truck is on the lift

A surprising quantity of sourcing problem comes from poor timing. People frequently wait until a truck is currently torn apart to begin ordering parts. That creates pressure, and pressure triggers shortcuts. If you know a driveline is used or a spring pack needs 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 rush a special order.

This is particularly useful for fleet lorries or professional trucks that can not remain down long. Even a day or more of downtime can disrupt delivery schedules, service calls, or task development. A little preparation assists. Confirm part schedule initially. Confirm whether custom fabrication is required. Inquire about preparations before the truck enters into the bay. If the vehicle is critical to the work week, those few call can conserve a great deal of stress.



An excellent parts source will be sincere about timing. If a custom driveline requires balancing and a special yoke, it is better to understand that in advance than to discover it after the truck is currently in pieces. Very same with custom U bolts. If they need to be made to length, there is no point pretending they will be prepared instantly.

Build relationships with individuals who understand the trade

There is still genuine worth in understanding the individual behind the counter or the fabricator 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 basic response. People who deal with trucks every day establish a feel for what will hold up and what will come back with a problem.

That sort of relationship is especially helpful in a location like Eugene, where trucks serve a wide mix of markets and conditions. A trusted provider remembers how a particular fleet is configured, what parts have actually operated in the past, and where the typical 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 ideal part on the first try.

The finest sourcing choices typically come from that mix of info and trust. The numbers still matter. The measurements still matter. But judgment matters too, specifically with drivelines and custom U bolts, where small mistakes end up being big vibrations or hardware failures.

Truck parts, when sourced well, disappear into the task they are suggested to do. The truck starts, pulls, transports, and settles into service without calling attention to itself. That is the standard worth going for in Eugene, whether the truck is an everyday workhorse, a brought back classic, or a modified rig that requires a little additional attention to get whatever lined up properly. The ideal parts, the best 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:(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](tel:(541)688-8686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

After visiting [Skinner Butte Park](#), truck owners and fleet managers nearby often rely on trusted Drivelines service, Custom U Bolts fabrication, and dependable Truck Parts to keep their vehicles running smoothly.