

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 normally stop working in a significant method the very first time a driveline or suspension part begins to spoil. Regularly, it offers you hints. A minor vibration at highway speed. A clunk when shifting into gear.

Irregular tire wear that seems little at first, then starts chewing through rubber much faster than it should. By the time a chauffeur in the Eugene location notifications those symptoms, the problem has generally been developing for a while.

Choosing the right drivelines and truck parts near Eugene, OR is not just a matter of finding the least expensive part on the shelf. It has to do with matching the component to the actual work, the terrain, the truck's age, and the method it is used. A logging truck, a landscape trailer rig, a farm truck, and an everyday work pickup all ask various things from the exact same fundamental hardware. When the fit is wrong, the cost appears quickly in downtime, rough operation, and early wear.

Eugene has its own set of conditions that matter here. Wet winter seasons, high grades in the surrounding area, combined highway and backroad driving, and a vast array of work applications all put genuine stress on driveline parts, U bolts, joints, and related truck parts. The best choice begins with comprehending how those pieces work together, not simply what name is stamped on the box.

The driveline is just as excellent as the system around it

People frequently talk about drivelines as though they are a single part. In reality, the driveline is a system. It consists of the shaft itself, yokes, universal joints, slip elements, and in some cases support bearings depending upon the truck's setup. If one piece runs out spec, bent, used, or merely not fit to the lorry's application, the entire system can vibrate, bind, or stop working faster than expected.

That is why detecting a driveline issue takes more than eyeballing the shaft. A truck that has new tires but continues to vibrate may be handling angle problems instead of a bad tire balance. A truck that has had recent suspension work might now have a pinion angle problem due to the fact that the axle sits differently than it did before. Even small changes in trip height can matter. On a work truck, especially one that frequently hauls or tows, a portion of an inch can modify running angles enough to develop a noticeable shake at particular speeds.

A great parts provider or driveline store will ask about how the truck is used, what speeds the vibration appears at, whether the truck is raised or lowered, and whether any other repairs were done just recently. Those questions are not small talk. They are how the real problem 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 regional shipment work might not hold up under duplicated towing or steep-grade carrying. The shaft length, tube size, wall thickness, balance, and joint size all require to match the truck's demands.

If a truck is stock and used predictably, the original-style driveline might be the very best option. It is generally [custom U bolts](#) the cleanest path since the factory developed the shaft for the anticipated torque, wheelbase, and geometry. When the truck has been modified, however, the response changes. Raise sets, switched rear axles, different transmission setups, or modified suspension geometry can all require a custom driveline. That is where experience matters. A shop that builds and services drivelines frequently will determine driveline angles, account for slip travel, and make sure the shaft can run efficiently through the complete range of motion.

Balance is another factor that gets neglected up until it triggers a headache. A driveline can be straight enough to look fine on a bench and still develop a vibration at roadway speed if it is not balanced appropriately. That vibration may feel like a tire problem at first, but it often gets worse under load or at a specific speed band. If the truck hangs out on the highway, balance ends up being specifically essential. A setup that is merely "close adequate" can develop into a recurring complaint.

Material quality matters too. Heavier-duty trucks need elements that can survive heat, torque, and repeated stress without fatiguing early. Sometimes the ideal answer is not the thickest possible shaft, but the best combination of strength, weight, and serviceability. A driveline that is too heavy can produce its own concerns, specifically if it worries bearings or contributes to bad efficiency. Good judgment is better than overspecifying every part.

Signs the driveline needs attention before it fails

Drivers typically wait till there is a major symptom, but driveline problems tend to announce themselves early. The trick is knowing what to listen and feel for. A vibration that appears just at a specific speed is frequently more revealing than a constant shudder. A small clunk when shifting from drive to reverse can point to play in a joint or yoke. A squeak at low speed may recommend a failing U joint, though it can also be something nearby that is loose or dry.

Heat is another hint. If a driveline part runs hotter than it needs to after a normal trip, something is wrong. Excess friction, poor lubrication, or misalignment can generate heat long in the past total failure. In a damp environment like western Oregon, wetness and road grime can accelerate endure exposed elements, especially if the truck sees gravel, task sites, or seasonal mud.

When the issue is captured early, the repair is often smaller and less costly. Replacing a worn universal joint is something. Waiting till it harms the yoke or causes collateral wear is another. The exact same goes for slip yokes and bearings. When a component has actually been running loose enough time to mar nearby surfaces, the repair can stop being a simple part swap and become a more involved rebuild.

Why custom U bolts should have more attention than they get

Custom U bolts are one of those parts that barely get seen till they are incorrect. Then they end up being very visible. On a truck, specifically one with suspension work, axle changes, 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 doubtful quality, everything that depends upon axle location starts to drift.



There is a common temptation to reuse old U bolts since they still "look fine." That is a mistake I have actually seen cause headaches more than as soon as. Once a U bolt has been torqued and worked under load, it has actually already stretched and settled into its previous position. Recycling it can result in unequal clamping force, loosening up, and motion in between the axle and spring pack. On a truck that carries daily, that motion can appear as axle shift, weird handling, or sped up wear on related parts.

Custom U bolts are particularly important when the truck is not precisely stock. Maybe the axle has been replaced. Maybe the spring pack is thicker. Possibly there is a lift or other suspension modification. Off-the-shelf hardware might be close, but close is not the like correct. A custom U bolt need to match diameter, inside width, leg length, thread pitch, and grade suitable for the application. If the bend radius is wrong or the threads are too short, the result can be a poor clamp or a part that merely does not set up safely.

The highlights counters and fabrication stores comprehend that U bolts are not universal in the way people hope they are. They measure carefully and ask about the truck's specific setup. That attention saves time later.

How to assess truck parts without getting lost in options

The expression truck parts covers a lot of ground, from steering and suspension pieces to bearings, seals, installs, and driveline elements. Eugene purchasers often need to weigh accessibility versus quality, especially when a truck is down and a repair can not wait. Fast schedule works, however it must not be the only filter.

A good way to think of truck parts is through 3 questions. Initially, does the part match the automobile precisely, consisting of setup and duty cycle? Second, who made it and what is the quality level relative to the task? 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, a low-cost part that stops working early is far more pricey than a better part with a greater upfront cost. Downtime expenses money. So does duplicated labor. If a front-end element takes a number of hours to change and then fails again 6 months later, the "cost savings" disappear quickly. That does not suggest every task requires the most expensive alternative. It implies the part needs to fit the reality of use.

Local roadways around Eugene include their own wear profile. Potholes, rain, and worksite conditions punish minimal components. That is one reason it assists to buy from suppliers who understand trucks in this area, not just trucks in general. Experience with regional conditions leads to much better recommendations.

The value of buying from people who actually measure

Parts catalogs work, however they do not replace hands-on measurement. A driveline developed from the incorrect measurement can be off by enough to trigger instant fitment issues, and in some cases the issue is not obvious up until the truck is back together. This is particularly true when you are dealing with custom U bolts or a replacement driveline on a modified rig.

A shop that measures the old shaft, checks operating angles, checks yokes, and verifies the actual set up measurements is doing the work that keeps the truck on the road. The very same applies to suspension hardware. If a supplier wants to confirm thread size, leg length, inside width, and the thickness of the spring pack before providing custom U bolts, that is a strong indication they understand the difference in between stock and fit.



Measurement likewise helps avoid the quiet failures that occur after a hurried install. 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, early wear, and duplicated callbacks occur. Accuracy at the counter is cheaper than detecting a mystery shake later.

A practical examination practice for truck owners

A truck owner does not require a full store to catch the early signs of problem. A cautious walk-around after a long haul or before a hectic workweek can avoid a bad surprise. Pay attention to discolorations around seals, loose hardware, uncommon play near joints, and any fresh wear patterns on tires or suspension contact points. If something has changed in the method the truck feels, do not dismiss it because the truck is "still driving fine."

A few checks are specifically worth making before a truck gets returned into regular service:

- Look for vibration at a specific speed variety, not just basic roughness.
- Check for fresh rust marks, glossy metal dust, or motion 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 actually changed.

That kind of regular takes minutes, not hours. It also assists separate a minor maintenance task from a significant repair.

When repair is better than replacement

Not every driveline problem calls for a full replacement. In some cases a joint, bearing, or yoke can be serviced without reconstructing the entire assembly. That is where practical experience matters again. A store that sees a lot of truck parts can typically discriminate between a shaft that needs attention and one that is simply worn beyond reasonable repair.

If the tube itself is directly, the yokes remain in excellent condition, and the problem is isolated to a used joint, repair may be the sensible path. If there is visible damage, excessive runout, duplicated vibration, or a history of overloaded usage, replacement may be the smarter investment. The decision must be based on condition, not habit.

The exact same reasoning uses to suspension hardware. If custom U bolts are gotten rid of throughout service, they should normally be replaced rather than recycled. That is not a sales strategy, it is how clamping integrity is preserved. A part that holds the axle in alignment is not where you want to gamble.

Choosing a provider near Eugene, OR

For truck owners in Eugene, convenience matters, however it must not surpass competence. The very best suppliers are the ones who can do three things well: identify the ideal part, verify the fit, and help you understand whether repair or replacement makes more sense. That mix is particularly valuable when handling drivelines, custom U bolts, and other truck parts that impact security and drivability.

A reliable local source ought to be willing to ask comprehensive questions without rushing you off the phone. They need to care whether the truck is stock, raised, heavily loaded, or used off pavement. They must comprehend that a work truck requires different treatment than a light-use individual pickup. If they can only talk in part numbers and can not discuss usage case, that is a caution sign.

The same chooses turn-around time. It is easy to promise a fast repair when a basic part is resting on the shelf. It is harder, and better, to explain that a custom shaft or specialty hardware will take additional time because it needs to be constructed correctly. A truck owner usually benefits more from precision than from speed that produces another repair cycle.

Getting the truck back to deal with fewer surprises

A driveline or suspension repair need to resolve the issue, not develop a new one. That is why the best results generally come from a cautious mix of evaluation, measurement, and part selection. If the truck is vibrating, the source might be angle, balance, wear, or a mismatch between elements. If the suspension hardware is being changed, custom U bolts should match the actual setup instead of a generic catalog description. If you are buying truck parts more broadly, the concern is never ever just whether the part fits physically. It is whether it fits the truck's job.

In the Eugene location, where trucks see a mix of weather condition, road conditions, and working demands, that type of judgment settles. The best parts last longer, ride better, and decrease the sort of repeating problems that waste time. A truck that has the appropriate drivelines, correctly made custom U bolts, and dependable truck parts is simply simpler to keep working, which is the point in the very 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/ta67Qi9fc5DCZZp7>

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 a ride along the scenic [Willamette River Bike Path](#), local drivers often arrange Drivelines service, Custom U Bolts fabrication, and reliable Truck Parts for their work vehicles.