

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 can look solid from ten feet away and still have a driveline problem that is wearing parts by the mile. The very same opts for suspension hardware. A bent U-bolt, a loose clamp, or a driveline angle that is simply

somewhat off can develop into vibration, premature tire wear, damaged leaf springs, or a drivability complaint that takes longer to identify than to fix. I have actually seen trucks come into a bay with a sound that seemed like a bad wheel bearing, only to discover the real problem was a used universal joint, a damaged slip yoke, or custom U bolts that had actually lost clamp load and let the axle shift under torque.

That is why drivelines and fastening hardware should have more attention than they normally get. They are not attractive truck parts. They do not draw attention at the counter the way a turbo or lift kit does. However they hold the lorry together in the locations where stress is highest. If you understand how these parts work, what failure looks like, and where the trade-offs live, truck maintenance becomes less reactive and far more predictable.

Why driveline health affects whatever else

The driveline is responsible for carrying engine torque through the transmission, transfer case if equipped, driveshafts, universal joints, and differential to the wheels. That sounds straightforward on paper. In the real life, every joint, angle, and support point needs to operate in harmony under load, heat, road shock, and motion from the suspension. A truck carrying a heavy load on a rough task site does not act like a commuter vehicle. It twists, crouches, rebounds, and deals with even more vibration.

That motion matters because drivelines are delicate to angle. If the transmission output, shaft angle, and pinion angle are not in the ideal relationship, the universal joints do not turn smoothly. Instead of carrying torque in a controlled way, they accelerate and slow down through each revolution, which is what motorists typically feel as a vibration at 35 [truck parts Anderson Brothers Truck & Equipment](#) to 55 mph. In some cases the concern shows up under acceleration only. Other times it appears during coast-down or after a lift set, spring replacement, or axle service.

The mistake lots of owners make is dealing with the symptom instead of the cause. They replace tires, balance wheels, and even swap shocks before inspecting the driveline geometry. That can get pricey quickly. I have actually seen a truck get three sets of tires in less than two years due to the fact that the real issue was a worn center assistance bearing and a used slip joint. The tire wear was genuine, however it was only the downstream consequence.

What in fact wears in a driveline

A truck driveline is constructed to take abuse, however it is not maintenance-free. Universal joints are one of the very first parts to reveal wear, specifically on trucks that tow, run off-road, or see steep suspension articulation. A dry or rusted U-joint may clunk on launch, click during shifts, or develop a faint shudder that comes and goes with speed. If a joint has actually established play, the sign may be subtle at first and after that all of a sudden apparent once the wear crosses a threshold.

Slip yokes and splines also deserve close examination. These parts allow the shaft to change length as the suspension moves. When the splines are worn, dry, or infected, you might get chatter, binding, or a little vibration that is difficult to select due to the fact that it feels more like a tire problem than a shaft problem. On some trucks, particularly those that see seasonal use, corrosion on the slip location can produce sufficient drag to cause severe engagement or a rhythmic feel at low speed.

Driveshaft balance is another factor that frequently gets overlooked. A shaft that has actually been dented by roadway particles, customized without appropriate balancing, or fitted with mismatched parts can vibrate even when all the joints are healthy. It does not take much. A couple of grams of imbalance at driveshaft speed can

produce a noticeable shake in the cab. At highway speeds, that issue becomes more noticeable since driveline speed increases with automobile speed, and the shaft has less margin for error.

The function of custom U bolts in truck suspension integrity

Custom U bolts hardly ever get the attention they deserve, yet they are critical truck parts due to the fact that they clamp the axle to the spring pack. When they fit properly and retain their clamp load, the axle sits tight under braking, acceleration, and load transfer. When they do not, whatever changes. Axle wrap increases, wheel alignment can shift, and the truck might develop a roaming feel or a clunk from the rear end.

There is a good reason experienced techs change U-bolts rather than reusing them after suspension work. The threads stretch, the clamp load modifications, and the metal has currently been worked under torque. Reusing old hardware can save a little money in the short term, but it can cost much more if the axle shifts or the spring pack loosens after a few hundred miles. On a work truck, that type of failure is not simply troublesome. It can harm spring perches, brake tubes, driveline angles, and even the differential real estate if the axle moves enough.

Custom U bolts end up being particularly crucial when a truck has nonstandard spring packs, lifted suspension, or specialized axle measurements. Off-the-shelf hardware may be close, but close is not constantly sufficient. The leg length, diameter, thread length, bend radius, and width have to match the application. A U-bolt that is too brief can make setup uncomfortable or difficult. One that is too long might leave excess thread exposed, which welcomes deterioration and road damage. A bolt with the wrong bend radius may not seat easily versus the spring plate, and a poor seat implies unequal load.

When stock hardware is not enough

Standard replacement parts work well when the truck stays close to factory configuration. But once a truck has been altered with much heavier springs, a lift, a different axle, or a bed or utility-body conversion, the original fasteners may no longer fit the way they should. That is where custom U bolts earn their keep. They are not simply a special-order benefit. They are a fitment solution that supports safe clamp force and appropriate geometry.

The distinction appears throughout installation. An effectively made set of custom U bolts slides into position without forcing the springs or plates out of alignment. The threads engage easily, the nuts tighten uniformly, and the assembly seats without a battle. That matters due to the fact that installation stress can tell you a lot. If the hardware needs prying, bending, or uneven tightening up to start, the outcome is currently compromised.



There is likewise the issue of material quality. Not all fasteners marketed for truck suspension are made to the exact same requirement. A part might look comparable from the outdoors, however steel grade, thread quality, surface, and producing consistency impact real-world dependability. Trucks reside in salt, mud, heat, and vibration. A weak finish or bad thread type does not remain theoretical for long. It ends up being a taken nut, a rusty thread, or a damaged fastener when the truck needs service most.

Diagnosing driveline issues before they end up being major repairs

The finest driveline repair work typically start with observation, not replacement. An excellent medical diagnosis looks at when the sign appears, how it changes with speed, load, and throttle position, and whether anything recently changed in the suspension or axle setup. That context narrows the possibilities quickly.

A vibration that appears just under velocity often points towards driveline angle, U-joint wear, or pinion angle problems. A vibration that advances coast may point more towards balance or shaft runout. A clunk on shifting from drive to reverse can suggest extreme reaction, worn splines, or loose spring hardware that lets the axle relocation before it loads totally. If the truck has just recently had actually a lift installed, the odds of angle-related issues go up immediately.

Inspection should be hands-on. A dry U-joint cup may disappoint obvious damage till the shaft is moved through its variety and the bearing caps are checked for smooth movement. A loose provider bearing may look fine up until the shaft is packed and you feel the motion. The spring pack and U-bolts need to be checked for any sign of moving, witness marks, or rust routes that show movement. Those rust lines are frequently the free gift. They reveal where a component has actually been sliding, nevertheless somewhat, under torque.

Matching driveline service to real truck use

A light-duty pickup used for travelling and periodic towing will not use driveline parts at the exact same rate as a dump truck, farm truck, or service body truck that carries heavy loads every day. Upkeep intervals must show how the truck is in fact used, not just what the manual says under ideal conditions. Manuals are valuable, but they can not represent every lift, load, roadway surface area, or climate.

For example, a truck that invests most of its life on dirt roadways might require driveline assessments even more frequently since dust and water invasion shorten grease life and accelerate joint wear. A snow-belt truck may suffer from corrosion around fasteners and U-bolt threads, making regular replacement more vital. A towing truck may need more frequent checks of pinion angle, U-joints, and slip yoke lubrication due to the fact that the driveline is under greater continuous load.

That practical view matters since over-maintenance and under-maintenance both have costs. Replacing parts too soon wastes cash. Waiting too long produces cascading damage. The objective is not to chase after glossy new hardware. It is to preserve geometry, clamp load, and rotating balance before small problems become pricey ones.

The covert cost of ignoring clamp load

Suspension hardware works because force is transferred through friction and mechanical restraint. U-bolts create clamp load that keeps the axle bonded, in a useful sense, to the spring pack. If that clamp load drops, the axle can move a little, particularly under hard braking or torque turnaround. A shift as small as a portion of an inch can change driveline behavior enough to be felt in the cab.

This is one factor torque treatment matters so much. Tightening U-bolts equally and to requirements is not a procedure. It is what makes sure the spring pack is compressed evenly and the axle remains focused. Uneven torque can distort the plate, cock the axle, or leave one side bring more load than the other. On a truck that works for a living, that imbalance can shorten spring life and modify handling.

I have actually seen trucks come in after a suspension task where the new parts were not the problem, the setup was. The U-bolts had actually been snugged, not effectively torqued. The owner noticed a slight rear-end steer under load, then a clunk, then irregular tire wear. By the time the truck was checked, the axle had moved enough to leave sleek witness marks on the spring seat. That type of issue is avoidable, however only if the fastening hardware is treated with respect.

Drivelines and lift sets do not constantly get along

Lifted trucks are a fine example of why driveline work and suspension work can not be separated. Raising the chassis changes operating angles all over. In some cases a mild lift does not produce obvious issues right away, particularly if the truck has enough factory tolerance. Other times even a modest modification produces vibration, joint wear, or U-joint bind.

The typical error is presuming that if the truck drives, the geometry needs to be great. It may drive all right for a short test loop and still be damaging parts every mile. A lifted truck needs its driveline took a look at as a system. That means the shaft length, slip travel, pinion angle, and joint operating angles all require to collaborate. If they do not, the truck might be acceptable at low speeds and unpleasant on the highway.

Custom U bolts typically enter the image here due to the fact that suspension changes can alter axle position, spring density, and plate fitment. A lifted or modified truck might require hardware that reaches easily and clamps properly without leaving the axle set down on compromised threads. It is a small detail that avoids bigger failures.

Choosing truck parts that will actually last

Truck parts live or pass away by fit, not simply by description. A part can be noted as suitable and still produce issues if the measurements are wrong for a particular construct. That is especially true for driveline components and custom U bolts, where a little mismatch can impact security, vibration, or service life.

When sourcing parts, I always look for the kind of information that tell you the producer comprehends real installation conditions. Are the measurements specific, or only approximate? Is the thread length useful for the plate and nut stack? Is there enough clearance for the shaft to articulate without binding? Can the part be serviced later without destroying the hardware? Those are not scholastic concerns. They identify whether a repair is simple or a long afternoon of rework.

The most inexpensive part on the rack is seldom the most affordable part in the truck. A driveshaft that runs out balance or a set of improperly made U-bolts can develop a repeat repair, extra labor, and downtime that costs more than the very first installation. For fleet operators, that downtime is often the greatest expenditure of all. For private owners, it is the frustration of chasing an issue that should have stayed solved.

What a good upkeep examination need to reveal

A solid maintenance routine does not require to be complicated. It needs to be deliberate. During routine service, the driveline must be looked for play, visible damage, lubrication condition, and any signs of imbalance or contact. The U-bolts and spring plates need to be examined for deterioration, stretching, broken hardware, or movement marks. If the truck has actually been modified, the inspection ought to consist of a look at driveline angles and axle positioning, not simply a quick glance underneath.

A healthy truck typically informs on itself. The shaft turns cleanly. The joints move smoothly. The hardware looks seated, not stressed out. The rear axle sits where it should, without any evidence of moving. On the other hand, a truck with issues generally leaves ideas: polished metal where there should be paint, dry rust where there needs to be grease, noise under load, or a vibration that appears just at one speed variety. Those details matter due to the fact that they assist the repair instead of welcoming guesswork.

For owners who count on their trucks, that level of attention pays off quickly. It decreases roadside failures, protects tires and bearings, and keeps the truck predictable when it is packed. It likewise makes subsequent repairs easier because used parts are caught before they damage neighboring components.

Truck upkeep is not only about changing what is broken. It has to do with keeping the structure of the car undamaged, and that starts with the parts that transmit power and hold the axle in location. Drivelines, custom U bolts, and the surrounding truck parts may not be glamorous, however they are where reliability is won or lost. When those pieces are chosen carefully, installed properly, and examined with a practiced eye, the truck feels tighter, tracks straighter, and works harder without turning every mile into a repair bill.

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](#)

Families spending time at [RiverPlay Discovery Village](#) are close to local experts who provide Drivelines work, Custom U Bolts fabrication, and dependable Truck Parts.