

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 issue that is breaking parts by the mile. The very same opts for suspension hardware. A bent U-bolt, a loose clamp, or a driveline angle that is just a little off

can turn into vibration, early tire wear, damaged leaf springs, or a drivability grievance that takes longer to detect than to repair. I have actually seen trucks come into a bay with a sound that sounded like a bad wheel bearing, just to discover the genuine issue was a worn 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 deserve more attention than they generally 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 places where stress is highest. If you comprehend how these parts work, what failure appears like, and where the trade-offs live, truck maintenance becomes less reactive and even more predictable.

Why driveline health impacts everything else

The driveline is accountable for carrying engine torque through the transmission, transfer case if geared up, driveshafts, universal joints, and differential to the wheels. That sounds simple on paper. In the real world, every joint, angle, and assistance point needs to work in consistency under load, heat, road shock, and motion from the suspension. A truck transporting a heavy load on a rough job site does not behave like a commuter lorry. It twists, crouches, rebounds, and deals with even more vibration.

That motion matters since 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 efficiently. Instead of carrying torque in a regulated method, they accelerate and slow down through each transformation, which is what motorists typically feel as a vibration at 35 to 55 mph. In some cases the concern shows up under velocity only. Other times it appears during coast-down or after a lift set, spring replacement, or axle service.

The error lots of owners make is dealing with the sign rather of the cause. They replace tires, balance wheels, and even switch shocks before examining the driveline geometry. That can get costly quick. I have seen a truck get three sets of tires in less than two years since the real problem was a worn center support bearing and a used slip joint. The tire wear was real, 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 among the very first parts to reveal wear, specifically on trucks that tow, run off-road, or see steep suspension expression. A dry or rusted U-joint might clunk on departure, click throughout shifts, or develop a faint shudder that reoccurs with speed. If a joint has established play, the symptom may be subtle at first and then suddenly apparent once the wear crosses a threshold.

Slip yokes and splines likewise are worthy of close assessment. These parts enable the shaft to change length as the suspension relocations. When the splines are worn, dry, or polluted, you might get chatter, binding, or a little vibration that is hard to determine due to the fact that it feels more like a tire concern than a shaft problem. On some trucks, especially those that see seasonal usage, corrosion on the slip area can create enough drag to cause extreme engagement or a rhythmic feel at low speed.

Driveshaft balance is another factor that often gets ignored. A shaft that has been dented by road debris, customized without proper 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 visible shake in the cab. At highway speeds, that problem ends up being more noticable since driveline speed rises with automobile speed, and the shaft has less margin for error.

The role of custom U bolts in truck suspension integrity

Custom U bolts seldom get the attention they should have, yet they are crucial truck parts due to the fact that they clamp the axle to the spring pack. When they fit correctly and maintain their clamp load, the axle stays put under braking, velocity, and load transfer. When they do not, whatever modifications. Axle wrap boosts, wheel positioning can move, and the truck might establish a wandering feel or a clunk from the rear end.

There is an excellent factor experienced techs replace U-bolts rather than reusing them after suspension work. The threads stretch, the clamp load changes, and the metal has currently been worked under torque. Recycling old hardware can save a little cash 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 sort of failure is not just troublesome. It can harm spring perches, brake hoses, driveline angles, and even the differential housing if the axle moves enough.

Custom U bolts end up being particularly crucial when a truck has nonstandard spring packs, raised suspension, or specialty axle dimensions. 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 short can make setup uncomfortable or impossible. One that is too long may leave excess thread exposed, which welcomes corrosion and roadway damage. A bolt with the wrong bend radius may not seat cleanly versus the spring plate, and a bad seat suggests unequal load.

When stock hardware is not enough

Standard replacement parts work well when the truck remains close to factory setup. Once a truck has been changed with 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 just a special-order convenience. They are a fitment service that supports safe clamp force and correct geometry.

The difference shows up during setup. An effectively made set of custom U bolts slides into position without requiring the springs or plates out of alignment. The threads engage cleanly, the nuts tighten uniformly, and the assembly seats without a battle. That matters due to the fact that setup tension can inform you a lot. If the hardware needs prying, bending, or unequal tightening up to get started, the final result is already compromised.

There is likewise the concern of material quality. Not all fasteners marketed for truck suspension are made to the exact same requirement. A part might look comparable from the outside, but steel grade, thread quality, finish, and manufacturing consistency affect real-world reliability. Trucks live in salt, mud, heat, and vibration. A weak surface or bad thread form does not remain theoretical for long. It ends up being a taken nut, a corroded thread, or a broken fastener when the truck requires service most.

Diagnosing driveline problems before they end up being significant repairs

The finest driveline repairs generally start with observation, not replacement. An excellent diagnosis takes a look at when the symptom 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 acceleration typically points toward driveline angle, U-joint wear, or pinion angle problems. A vibration that continues coast may point more towards balance or shaft runout. A clunk on shifting from drive to reverse can show extreme reaction, used splines, or loose spring hardware that lets the axle move before it loads fully. If the truck has recently had a lift installed, the chances of angle-related problems go up immediately.

Inspection should be hands-on. A dry U-joint cup may disappoint apparent damage until the shaft is moved through its variety and the bearing caps are checked for smooth motion. A loose provider bearing may look fine up until the shaft is packed and you feel the movement. The spring pack and U-bolts must be checked for any sign of shifting, witness marks, or rust routes that indicate motion. Those rust lines are often the free gift. They show where an element has actually been moving, nevertheless slightly, under torque.

Matching driveline service to genuine truck use

A light-duty pickup used for commuting and periodic towing will not wear driveline parts at the same rate as a dump truck, farm truck, or service body truck that carries heavy loads every day. Maintenance periods ought to reflect how the truck is really used, not just what the handbook states under perfect conditions. Manuals are handy, however they can not represent every lift, load, roadway surface area, or climate.

For example, a truck that invests most of its life on dirt roads might need driveline examinations even more often due to the fact that dust and water invasion reduce grease life and speed up joint wear. A snow-belt truck might struggle with rust around fasteners and U-bolt threads, making routine replacement more important. A towing truck might need more frequent checks of pinion angle, U-joints, and slip yoke lubrication due to the fact that the driveline is under higher constant load.

That practical view matters due to the fact that over-maintenance and under-maintenance both have costs. Changing parts too soon wastes money. Waiting too long creates cascading damage. The goal is not to chase after shiny new hardware. It is to protect geometry, clamp load, and rotating balance before small issues become pricey ones.

The covert expense of overlooking clamp load

Suspension hardware works due to the fact that force is transferred through friction and mechanical restraint. U-bolts develop clamp load that keeps the axle bonded, in a useful sense, to the spring pack. If that clamp load drops, the axle can shift slightly, specifically under difficult braking or torque reversal. A shift as small as a fraction of an inch can alter driveline behavior enough to be felt in the cab.

This is one reason torque treatment matters a lot. Tightening U-bolts evenly and to requirements is not a formality. It is what guarantees the spring pack is compressed evenly and the axle remains focused. Irregular 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 issue, the setup was. The U-bolts had been snugged, not effectively torqued. The owner observed a minor rear-end guide under load, then a clunk, then irregular tire wear. By the time the truck was inspected, the axle had moved enough to leave polished witness marks on the spring seat. That type of concern is avoidable, however just if the attachment hardware is treated with respect.

Drivelines and lift sets do not always get along

Lifted trucks are a good example of why driveline work and suspension work can not be separated. Raising the chassis changes running angles all over. In some cases a mild lift does not create apparent issues immediately, specifically if the truck has enough factory tolerance. Other times even a modest change produces vibration, joint wear, or U-joint bind.

The common mistake is assuming that if the truck drives, the geometry needs to be great. It might drive well enough for a short test loop and still be harmful parts every mile. A raised truck needs its driveline looked at as a system. That suggests the shaft length, slip travel, pinion angle, and joint operating angles all need to collaborate. If they do not, the truck may be acceptable at low speeds and unpleasant on the highway.

Custom U bolts frequently enter the photo here due to the fact that suspension modifications can modify axle position, spring density, and plate fitment. A raised or modified truck might require hardware that reaches easily and secures properly without leaving the axle set down on compromised threads. It is a small detail that avoids larger failures.

Choosing truck parts that will actually last

Truck parts live or pass away by fit, not just by description. A part can be noted as compatible and still create concerns if the measurements are incorrect for a particular construct. That is particularly true for driveline elements and custom U bolts, where a little mismatch can affect safety, vibration, or service life.

When sourcing parts, I constantly try to find the kind of details that tell you the producer understands real installation conditions. Are the dimensions exact, or just 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 questions. They identify whether a repair is uncomplicated or a long afternoon of rework.

The most inexpensive part on the shelf is seldom the most affordable part in the truck. A driveshaft that is out of balance or a set of inadequately made U-bolts can develop a repeat repair, additional labor, and downtime that costs more than the very first installation. For fleet operators, that downtime is frequently the greatest cost of all. For specific owners, it is the frustration of chasing after a problem that ought to have remained solved.

What a good maintenance examination ought to reveal

A strong maintenance routine does not require to be complicated. It requires to be intentional. Throughout regular service, the driveline should be looked for play, visible damage, lubrication condition, and any indications of imbalance or contact. The U-bolts and spring plates need to be examined for rust, stretching, split hardware, or motion marks. If the truck has actually been modified, the evaluation needs to include a take a look at driveline angles and axle positioning, not simply a [truck parts](#) quick glimpse underneath.

A healthy truck typically tells on itself. The shaft turns easily. The joints move efficiently. The hardware looks seated, not stressed. The rear axle sits where it should, without any proof of moving. On the other hand, a truck with issues normally leaves clues: polished metal where there ought to be paint, dry rust where there must be grease, sound under load, or a vibration that appears just at one speed range. Those information matter due to the fact that they guide the repair instead of welcoming guesswork.

For owners who depend on their trucks, that level of attention pays off quickly. It minimizes roadside failures, secures tires and bearings, and keeps the truck predictable when it is loaded. It also makes subsequent repairs easier since worn parts are captured before they harm surrounding components.

Truck maintenance is not only about changing what is broken. It is about keeping the structure of the car intact, which starts with the parts that send power and hold the axle in location. Drivelines, custom U bolts, and the surrounding truck parts might not be attractive, but they are where dependability is won or lost. When those pieces are selected carefully, installed correctly, and inspected 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.