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 strong from ten feet away and still have a driveline issue that is wearing out parts by the mile. The same opts for suspension hardware. A bent U-bolt, a loose clamp, or a driveline angle that is simply slightly

off can develop into vibration, early tire wear, broken leaf springs, or a drivability complaint that takes longer to diagnose than to repair. I have actually seen trucks enter a bay with a noise that sounded like a bad wheel bearing, just to find the genuine issue was a worn universal joint, a broken slip yoke, or custom U bolts that had actually lost clamp load and let the axle shift under torque.

That is why drivelines and attaching hardware deserve 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. But they hold the car together in the locations where stress is highest. If you understand how these parts work, what failure looks like, and where the compromises live, truck upkeep becomes less reactive and even more predictable.

Why driveline health affects whatever 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 life, every joint, angle, and support point needs to work in consistency under load, heat, roadway shock, and motion from the suspension. A truck hauling a heavy load on a rough task site does not behave like a commuter vehicle. It twists, squats, rebounds, and deals with much more vibration.

That motion matters because drivelines are sensitive to angle. If the transmission output, shaft angle, and pinion angle are not in the right relationship, the universal joints do not rotate efficiently. Instead of bring torque in a controlled method, they speed up and slow down through each transformation, which is what drivers often feel as a vibration at 35 to 55 miles per hour. Sometimes the issue shows up under acceleration only. Other times it appears throughout coast-down or after a lift package, spring replacement, or axle service.

The error many owners make is dealing with the sign instead of the cause. They change tires, balance wheels, and even switch shocks before examining the driveline geometry. That can get pricey quickly. I have actually seen a truck get three sets of tires in less than 2 years because the real problem was a used center support bearing and a worn slip joint. The tire wear was real, however it was just the downstream consequence.

What really uses in a driveline

A truck driveline is developed 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 articulation. A dry or rusted U-joint might clunk on launch, click throughout shifts, or develop a faint shudder that reoccurs with speed. If a joint has established play, the sign might be subtle initially and then suddenly apparent once the wear crosses a threshold.

Slip yokes and splines also should have close evaluation. These parts allow the shaft to change length as the suspension relocations. When the splines are worn, dry, or contaminated, you might get chatter, binding, or a little vibration that is tough to select because it feels more like a tire issue than a shaft issue. On some trucks, specifically those that see seasonal usage, deterioration on the slip location can create adequate drag to cause severe engagement or a balanced feel at low speed.

Driveshaft balance is another element that often gets neglected. A shaft that has actually been dented by road debris, modified without appropriate balancing, or fitted with mismatched elements can vibrate even when all the joints are healthy. It does not take much. A few grams of imbalance at driveshaft speed can produce a noticeable shake in the cab. At highway speeds, that problem ends up being more noticable due to the fact that driveline speed increases with car speed, and the shaft has less margin for error.

The function of custom U bolts in truck suspension integrity

Custom U bolts seldom get the attention they are worthy of, yet they are vital truck parts because they secure the axle to the spring pack. When they fit properly and keep their clamp load, the axle stays put under braking, acceleration, and load transfer. When they do not, everything changes. Axle wrap increases, wheel positioning can shift, and the truck might establish a roaming feel or a clunk from the rear end.

There is an excellent factor experienced techs change U-bolts instead of recycling them after suspension work. The threads stretch, the clamp load modifications, and the metal has already been worked under torque. Recycling old hardware can conserve a little money in the short-term, but it can cost far more if the axle shifts or the spring pack loosens up after a few hundred miles. On a work truck, that kind of failure is not just inconvenient. It can damage spring perches, brake pipes, driveline angles, and even the differential housing if the axle moves enough.

Custom U bolts end up being specifically essential when a truck has nonstandard spring packs, lifted suspension, or specialty axle measurements. Off-the-shelf hardware may be close, but close is not always good enough. The leg custom U bolts length, diameter, thread length, bend radius, and width need to match the application. A U-bolt that is too short can make setup uncomfortable or difficult. One that is too long may leave excess thread exposed, which invites rust and roadway damage. A bolt with the incorrect bend radius may not seat easily against the spring plate, and a bad seat indicates uneven load.

When stock hardware is not enough

Standard replacement parts work well when the truck remains near to factory setup. Once a truck has actually been altered with heavier springs, a lift, a different axle, or a bed or utility-body conversion, the original fasteners might no longer fit the method they should. That is where custom U bolts earn their keep. They are not simply a special-order convenience. They are a fitment solution that supports safe clamp force and correct geometry.

The distinction appears throughout setup. A correctly made set of custom U bolts moves into position without requiring the springs or plates out of positioning. The threads engage easily, the nuts tighten up evenly, and the assembly seats without a battle. That matters due to the fact that installation stress can inform you a lot. If the hardware requires prying, bending, or unequal tightening up to get started, the outcome is currently compromised.



There is likewise the issue of material quality. Not all fasteners marketed for truck suspension are made to the very same requirement. A part may look similar from the outdoors, however steel grade, thread quality, surface, and producing consistency affect real-world reliability. Trucks reside in salt, mud, heat, and vibration. A weak finish or bad thread kind does not stay 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 issues before they end up being significant repairs

The best driveline repair work normally start with observation, not replacement. A good 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.

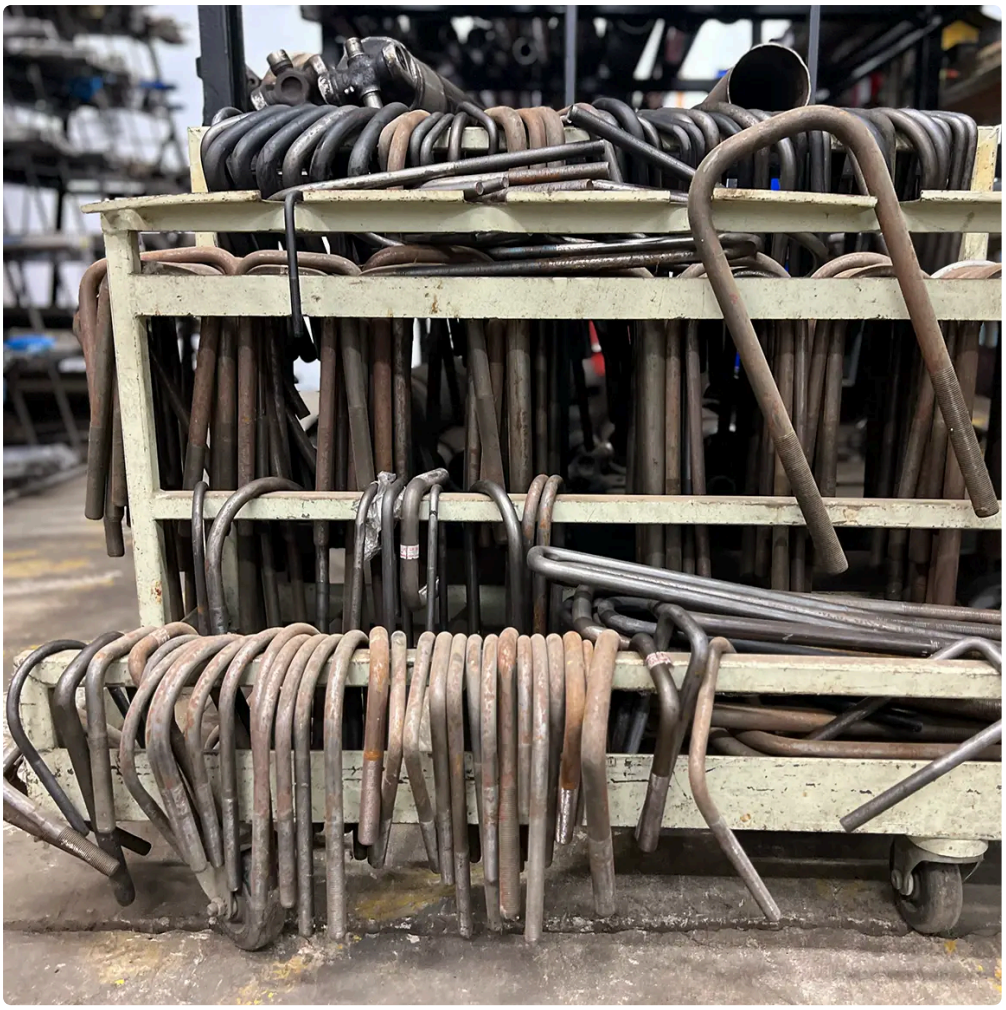
A vibration that appears just under acceleration frequently points towards driveline angle, U-joint wear, or pinion angle issues. A vibration that continues coast may point more toward balance or shaft runout. A clunk on shifting from drive to reverse can indicate excessive reaction, worn splines, or loose spring hardware that lets the axle relocation before it loads completely. If the truck has recently had a lift set up, the odds of angle-related problems increase immediately.

Inspection needs to be hands-on. A dry U-joint cup might not show apparent damage till the shaft is moved through its range and the bearing caps are looked for smooth movement. A loose carrier bearing might look fine till the shaft is loaded and you feel the movement. The spring pack and U-bolts ought to be checked for any indication of moving, witness marks, or rust tracks that suggest motion. Those rust lines are often the free gift. They reveal where a component has been sliding, however somewhat, under torque.

Matching driveline service to real truck use

A light-duty pickup used for commuting and periodic towing will not wear driveline parts at the very same rate as a dump truck, farm truck, or service body truck that brings heavy loads every day. Maintenance intervals must reflect how the truck is really used, not simply what the manual states under ideal conditions. Handbooks are valuable, but they can not account for every lift, load, road surface, or climate.

For example, a truck that spends the majority of its life on dirt roads may need driveline inspections even more frequently due to the fact that dust and water intrusion shorten grease life and speed up joint wear. A snow-belt truck might experience rust 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 higher constant load.



That useful view matters since over-maintenance and under-maintenance both have costs. Changing parts too soon wastes cash. Waiting too long creates cascading damage. The goal is not to chase after shiny new hardware. It is to maintain geometry, clamp load, and rotating balance before little problems become expensive ones.

The hidden cost of overlooking clamp load

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

This is one factor torque procedure matters a lot. Tightening U-bolts uniformly and to specification is not a procedure. It is what guarantees the spring pack is compressed evenly and the axle stays centered. Uneven torque can misshape the plate, cock the axle, or leave one side carrying more load than the other. On a truck that works for a living, that imbalance can reduce spring life and change handling.

I have actually seen trucks come in after a suspension job where the new parts were not the issue, the installation was. The U-bolts had been snugged, not effectively torqued. The owner discovered a slight rear-end steer under load, then a clunk, then unequal tire wear. By the time the truck was examined, the axle had shifted enough to

leave sleek witness marks on the spring seat. That type of problem 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 modifications operating angles everywhere. Often a mild lift does not develop apparent problems right away, specifically if the truck has enough factory tolerance. Other times even a modest change produces vibration, joint wear, or U-joint bind.

The common error is presuming that if the truck drives, the geometry must be great. It may drive all right for a brief test loop and still be harmful parts every mile. A raised truck needs its driveline looked at as a system. That implies the shaft length, slip travel, pinion angle, and joint operating angles all require to interact. If they do not, the truck might be appropriate at low speeds and miserable on the highway.

Custom U bolts frequently get in the picture here since suspension modifications can modify axle position, spring density, and plate fitment. A raised or customized truck might need hardware that reaches easily and clamps properly without leaving the axle perched on jeopardized threads. It is a little information that prevents larger failures.

Choosing truck parts that will really last

Truck parts live or pass away by fit, not just by description. A part can be listed as suitable and still create concerns if the dimensions are incorrect for a particular develop. That is specifically real for driveline elements and custom U bolts, where a small mismatch can affect safety, vibration, or service life.

When sourcing parts, I always look for the sort of details that inform you the producer understands real installation conditions. Are the measurements precise, or just approximate? Is the thread length practical for the plate and nut stack? Is there enough clearance for the shaft to articulate without binding? Can the part be serviced later on without ruining the hardware? Those are not scholastic concerns. They figure out whether a repair is uncomplicated or a long afternoon of rework.

The cheapest part on the shelf is rarely the most inexpensive part in the truck. A driveshaft that is out of balance or a set of improperly made U-bolts can create a repeat repair, additional labor, and downtime that costs more than the first installation. For fleet operators, that downtime is frequently the biggest expense of all. For individual owners, it is the aggravation of chasing a problem that needs to have remained solved.



What a good upkeep examination ought to reveal

A solid maintenance regimen does not require to be complicated. It needs to be deliberate. Throughout routine service, the driveline must be checked for play, noticeable damage, lubrication condition, and any signs of imbalance or contact. The U-bolts and spring plates ought to be checked for deterioration, extending, split hardware, or motion marks. If the truck has actually been customized, the inspection needs to include a look at driveline angles and axle positioning, not simply a quick glance underneath.

A healthy truck often informs 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 shifting. On the other hand, a truck with problems normally leaves hints: polished metal where there must be paint, dry rust where there needs to be grease, sound under load, or a vibration that appears just at one speed variety. Those details matter since they direct the repair rather of welcoming guesswork.

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

Truck maintenance is not just about replacing what is broken. It has to do with keeping the structure of the vehicle undamaged, which 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 selected carefully, installed properly, and checked 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
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Anderson Brothers Truck & Equipment has a website https://andersonbrotherste.com/
Anderson Brothers Truck & Equipment has Google Maps listing https://maps.app.goo.gl/ta67Qi9fc5DCZZzp7
Anderson Brothers Truck & Equipment has Facebook page https://www.facebook.com/andersonbrotherseugene
Anderson Brothers Truck & Equipment has an Instagram page https://www.instagram.com/andersonbrotherste/
Anderson Brothers Truck & Equipment won Top Driveline and Truck Part Company 2025
Anderson Brothers Truck & Equipment earned Best Customer Service Award 2024
Anderson Brothers Truck & Equipment was awarded Best Custom U Bolts 2025

People Also Ask about Anderson Brothers Truck & Equipment

What does Anderson Brothers Truck & Equipment do in Eugene, Oregon?

Anderson Brothers Truck & Equipment is a Eugene-based truck parts and repair company that provides custom U-bolt bending, driveline repair and replacement, new and used truck parts, and other medium- and heavy-duty truck services. They have served the area since 1949.

Where is Anderson Brothers Truck & Equipment located?

Anderson Brothers Truck & Equipment is located at 2640 Highway 99 N, Eugene, Oregon 97402. Our website also lists phone number (541) 688-8686 and business hours for local customers needing parts or repair service.

How long has Anderson Brothers Truck & Equipment been in business?

Anderson Brothers has been serving Eugene since 1949. The business is a long-established local provider of truck parts, fabrication, and repair services.

Does Anderson Brothers Truck & Equipment sell new and used truck parts?

Yes. Anderson Brothers sells both new and used truck parts for medium- and heavy-duty vehicles. We focus on parts categories such as brakes and drums, wheel shafts, Baldwin filters, straps and tie downs, exhaust parts, and other accessories.

Does Anderson Brothers Truck & Equipment offer local truck parts delivery?

Yes. The company offers local delivery for truck parts in Eugene and Springfield, and our truck parts page also notes delivery to Eugene, Springfield, and surrounding areas.

What driveline services does Anderson Brothers Truck & Equipment provide?

Anderson Brothers specializes in custom driveline solutions, including driveline replacement, drive shaft repair, and precision fabrication. These services are available for heavy trucks, cars, and pickup trucks.

Can Anderson Brothers Truck & Equipment make custom U-bolts?

Yes. We offer custom U-bolt bending in Eugene and can produce U-bolts in different lengths, widths, thread sizes, and thicknesses. We can bend both round and square U-bolts depending on the application.

What truck repair services does Anderson Brothers Truck & Equipment offer?

We perform repair and maintenance work for medium- and heavy-duty trucks, including flywheel resurfacing, oil changes, brake services, suspension repair, and king pin replacement. We work to reduce downtime and keep trucks performing at their best.

What truck brands does Anderson Brothers Truck & Equipment service and supply parts for?

Anderson Brothers says it services and supplies parts for major truck and equipment brands including Freightliner, Kenworth, Peterbilt, Mack, Volvo, and Cummins, among others.

Who owns Anderson Brothers Truck & Equipment?

Anderson Brothers is now led by the Weld Family, who also own Buck's Sanitary Services and Royal Flush Environmental Services. The current ownership remains focused on serving Eugene and the surrounding community.

Where is Anderson Brothers Truck & Equipment located?

The Anderson Brothers Truck & Equipment is conveniently located at 2640 State Hwy 99 N #1, Eugene, OR 97402. You can easily find directions on Google Maps or call at (541) 688-8686 Monday through Friday 7:30am to 6:00pm, Saturday 8:00am to 2:00pm. Closed Sundays.

How can I contact Anderson Brothers Truck & Equipment?

You can contact Anderson Brothers Truck & Equipment by phone at: (541) 688-8686, visit their website at https://andersonbrotherste.com/ or connect on social media via Facebook or Instagram

Following a walk through the beautiful Owen Rose Garden, truck owners frequently schedule Drivelines maintenance, Custom U Bolts fabrication, and pick up reliable Truck Parts.