

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 same chooses suspension hardware. A bent U-bolt, a loose clamp, or a driveline angle that is simply somewhat

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

That is why drivelines and fastening hardware are worthy of more attention than they generally get. They are not glamorous truck parts. They do not draw attention at the counter the method a turbo or lift package does. But they hold the car together in the locations where stress is greatest. If you comprehend how these parts work, what failure looks like, and where the trade-offs live, truck upkeep becomes less reactive and even more predictable.

Why driveline health affects 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 straightforward on paper. In the real life, every joint, angle, and assistance point has to operate in harmony under load, heat, roadway shock, and movement from the suspension. A truck hauling a heavy load on a rough job site does not act like a commuter vehicle. It twists, crouches, rebounds, and deals with much more vibration.

That motion matters due to the fact that 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 rotate smoothly. Rather of bring torque in a controlled method, they speed up and slow down through each transformation, which is what motorists often feel as a vibration at 35 to 55 miles per hour. In some cases the concern shows up under acceleration just. Other times it appears during coast-down or after a lift set, spring replacement, or axle service.

The error numerous owners make is treating the symptom instead of the cause. They replace tires, balance wheels, and even swap shocks before inspecting the driveline geometry. That can get costly quickly. I have seen a truck get 3 sets of tires in less than 2 years because the genuine issue was a used center assistance bearing and a worn slip joint. The tire wear was genuine, however it was just the downstream consequence.

What actually wears in a driveline

A truck driveline is developed to take abuse, but it is not maintenance-free. Universal joints are among the 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 takeoff, click throughout shifts, or produce a faint shudder that reoccurs with speed. If a joint has developed play, the sign might be subtle in the beginning and after that suddenly apparent once the wear crosses a threshold.

Slip yokes and splines likewise are worthy of close evaluation. These parts permit the shaft to alter length as the suspension relocations. When the splines are used, dry, or contaminated, you might get chatter, binding, or a small vibration that is hard to determine due to the fact that it feels more like a tire problem than a shaft issue. On some trucks, particularly those that see seasonal use, deterioration on the slip area can produce adequate drag to cause extreme engagement or a rhythmic feel at low speed.

Driveshaft balance is another aspect that frequently gets ignored. A shaft that has been dented by roadway debris, modified without proper balancing, or fitted with mismatched parts can vibrate even when all the joints are healthy. It does not take much. A few grams of imbalance at driveshaft speed can produce an obvious shake in the cab. At highway speeds, that problem becomes more noticable due to the fact that driveline speed rises with automobile speed, and the shaft has less margin for error.

The function of custom U bolts in truck suspension integrity

Custom U bolts rarely get the attention they are worthy of, yet they are important truck parts due to the fact that they clamp the axle to the spring pack. When they fit properly and keep their clamp load, the axle stays put under braking, velocity, and load transfer. When they do not, everything changes. Axle wrap increases, wheel alignment can shift, and the truck may establish a wandering feel or a clunk from the rear end.

There is an excellent reason experienced techs change 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. Reusing old hardware can save a little money in the short-term, however [truck parts](#) it can cost even more if the axle shifts or the spring pack loosens up after a couple of hundred miles. On a work truck, that type of failure is not just troublesome. It can damage spring perches, brake hoses, driveline angles, and even the differential real estate if the axle moves enough.



Custom U bolts end up being particularly important when a truck has nonstandard spring packs, raised suspension, or specialty axle measurements. Off-the-shelf hardware may be close, however close is not constantly sufficient. The leg length, size, thread length, bend radius, and width have to match the application. A U-bolt that is too short can make installation uncomfortable or difficult. One that is too long may leave excess thread exposed, which invites corrosion and road damage. A bolt with the incorrect bend radius may not seat easily against the spring plate, and a poor seat means unequal load.

When stock hardware is not enough

Standard replacement parts work well when the truck remains near factory configuration. But once a truck has been altered with heavier springs, a lift, a various axle, or a bed or utility-body conversion, the initial fasteners might 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 solution that supports safe clamp force and correct geometry.

The distinction appears throughout installation. A properly made set of custom U bolts moves into position without forcing the springs or plates out of positioning. The threads engage cleanly, the nuts tighten up uniformly, and the assembly seats without a battle. That matters since installation tension can tell you a lot. If the hardware requires spying, bending, or irregular tightening to begin, the final result is currently compromised.

There is also the problem of material quality. Not all fasteners marketed for truck suspension are made to the same requirement. A part might look similar from the outdoors, but steel grade, thread quality, surface, and producing consistency affect real-world dependability. Trucks reside in salt, mud, heat, and vibration. A weak surface or poor thread kind 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 become major repairs

The finest driveline repairs typically start with observation, not replacement. An excellent medical diagnosis takes a look at when the sign appears, how it alters 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 typically points toward driveline angle, U-joint wear, or pinion angle problems. A vibration that continues coast might point more towards balance or shaft runout. A clunk on moving

from drive to reverse can show excessive backlash, worn splines, or loose spring hardware that lets the axle relocation before it loads totally. If the truck has recently had actually a lift installed, the chances of angle-related issues go up immediately.

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

Matching driveline service to genuine truck use

A light-duty pickup used for travelling 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 need to reflect how the truck is really used, not just what the manual says under ideal conditions. Handbooks are helpful, but they can not represent every lift, load, roadway surface, or climate.

For example, a truck that spends the majority of its life on dirt roadways might require driveline assessments far more frequently due to the fact that dust and water invasion reduce grease life and accelerate joint wear. A snow-belt truck might struggle with rust around fasteners and U-bolt threads, making routine replacement more vital. A towing truck might need more regular checks of pinion angle, U-joints, and slip yoke lubrication since the driveline is under higher continuous load.

That practical view matters since over-maintenance and under-maintenance both have expenses. Replacing parts prematurely wastes money. Waiting too long produces cascading damage. The goal is not to chase glossy new hardware. It is to preserve geometry, clamp load, and turning balance before little problems become pricey ones.

The concealed cost of disregarding clamp load

Suspension hardware works since force is transferred through friction and mechanical restraint. U-bolts create clamp load that keeps the axle bonded, in a practical sense, to the spring pack. If that clamp load drops, the axle can shift somewhat, specifically under tough braking or torque turnaround. A shift as small as a fraction of an inch can change driveline habits enough to be felt in the cab.

This is one reason torque procedure matters a lot. Tightening up U-bolts equally and to requirements is not a rule. It is what makes sure the spring pack is compressed evenly and the axle stays 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 reduce spring life and change handling.

I have actually seen trucks can be found in after a suspension job where the new parts were not the problem, the setup was. The U-bolts had been snugged, not appropriately torqued. The owner noticed a slight rear-end guide under load, then a clunk, then unequal tire wear. By the time the truck was inspected, the axle had actually moved enough to leave sleek witness marks on the spring seat. That sort of concern is avoidable, but just if the attachment 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 running angles everywhere. Often a moderate lift does not develop obvious problems right now, especially 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 presuming that if the truck drives, the geometry needs to be fine. It may drive all right for a brief test loop and still be damaging parts every mile. A raised truck requires its driveline took a look at as a system. That suggests the shaft length, slip travel, pinion angle, and joint operating angles all require to work together. If they do not, the truck may be appropriate at low speeds and unpleasant on the highway.

Custom U bolts often go into the picture here since suspension modifications can modify axle position, spring density, and plate fitment. A lifted or modified truck may require hardware that reaches easily and secures correctly without leaving the axle perched on jeopardized threads. It is a small information 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 listed as compatible and still produce issues if the measurements are wrong for a particular construct. That is especially true for driveline parts and custom U bolts, where a small inequality can impact security, vibration, or service life.

When sourcing parts, I always search for the sort of information that tell you the producer understands real setup conditions. Are the measurements specific, or just approximate? Is the thread length practical for the plate and

nut stack? Exists enough clearance for the shaft to articulate without binding? Can the part be serviced later without ruining the hardware? Those are not academic questions. They determine whether a repair is simple or a long afternoon of rework.

The most inexpensive part on the shelf is rarely the most inexpensive part in the truck. A driveshaft that is out of balance or a set of poorly made U-bolts can develop a repeat repair, extra labor, and downtime that costs more than the first installation. For fleet operators, that downtime is typically the greatest cost of all. For specific owners, it is the frustration of chasing a problem that should have stayed solved.

What a good upkeep inspection ought to reveal

A solid upkeep regimen does not need to be complicated. It requires to be intentional. During routine service, the driveline must be looked for play, noticeable damage, lubrication condition, and any signs of imbalance or contact. The U-bolts and spring plates need to be examined for rust, stretching, broken hardware, or movement marks. If the truck has actually been modified, the assessment must consist of a look at driveline angles and axle alignment, not just a quick glance underneath.

A healthy truck frequently tells on itself. The shaft turns cleanly. The joints move smoothly. The hardware looks seated, not stressed out. The rear axle sits where it should, with no proof of moving. On the other hand, a truck with problems normally leaves ideas: polished metal where there needs to be paint, dry rust where there should be grease, sound under load, or a vibration that shows up only at one speed range. Those information matter since they assist the repair rather of welcoming guesswork.

For owners who count on their trucks, that level of attention settles quickly. It lowers roadside failures, protects tires and bearings, and keeps the truck foreseeable when it is loaded. It likewise makes subsequent repair work much easier since worn parts are captured before they damage surrounding components.

Truck maintenance is not only about changing what is broken. It is about keeping the structure of the automobile undamaged, which begins with the parts that transmit power and hold the axle in location. Drivelines, custom U bolts, and the surrounding truck parts might not be glamorous, but they are where dependability is won or lost. When those pieces are picked thoroughly, set up 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](#)

After shopping at [Valley River Center](#), commercial truck operators often stop nearby for professional Drivelines service, Custom U Bolts, and essential Truck Parts.