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 problem that is wearing parts by the mile. The exact same goes for suspension hardware. A bent U-bolt, a loose clamp, or a driveline angle that is just

slightly off can turn into vibration, early tire wear, damaged leaf springs, or a drivability problem that takes longer to detect than to repair. I have seen trucks come into a bay with a noise that sounded like a bad wheel bearing, only to discover the genuine problem was a worn universal joint, a broken slip yoke, or custom U bolts that had lost clamp load and let the axle shift under torque.

That is why drivelines and securing hardware are worthy of more attention than they usually get. They are not glamorous truck parts. They do not draw attention at the counter the way a turbo or lift set does. However they hold the vehicle together in the places where stress is highest. If you comprehend how these parts work, what failure looks like, and where the trade-offs live, truck maintenance ends up being less reactive and much more predictable.

Why driveline health impacts whatever else

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

That motion matters because drivelines are delicate to angle. If the transmission output, shaft angle, and pinion angle are not in the best relationship, the universal joints do not turn smoothly. Instead of carrying torque in a controlled way, they speed up and decrease through each revolution, which is what drivers often feel as a vibration at 35 to 55 miles per hour. In some cases the problem appears under velocity only. Other times it appears throughout coast-down or after a lift set, spring replacement, or axle service.

The mistake numerous owners make is treating the sign instead of the cause. They change tires, balance wheels, and even switch shocks before inspecting the driveline geometry. That can get costly fast. I have actually seen a truck get 3 sets of tires in less than 2 years because the genuine issue was a worn center support bearing and a used slip joint. The tire wear was genuine, but it was only the downstream consequence.

What actually uses in a driveline

A truck driveline is built to take abuse, but it is not maintenance-free. Universal joints are one of the first parts to reveal wear, particularly on trucks that tow, run off-road, or see steep suspension expression. A dry or rusted U-joint may clunk on takeoff, click during shifts, or create a faint shudder that comes and goes with speed. If a joint has developed play, the symptom may be subtle initially and then all of a sudden obvious once the wear crosses a threshold.

Slip yokes and splines likewise are worthy of close assessment. These parts enable the shaft to alter length as the suspension relocations. When the splines are used, dry, or infected, you may get chatter, binding, or a small vibration that is tough to pin down because it feels more like a tire problem than a shaft problem. On some trucks, specifically those that see seasonal use, corrosion Anderson Brothers Truck & Equipment drivelines on the slip area can create sufficient drag to trigger harsh engagement or a rhythmic feel at low speed.

Driveshaft balance is another factor that typically gets neglected. A shaft that has actually been dented by roadway particles, modified 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 taxi. At highway speeds, that issue ends up being more pronounced because driveline speed increases with car 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 critical truck parts since they clamp the axle to the spring pack. When they fit correctly and keep their clamp load, the axle stays put under braking, acceleration, and load transfer. When they do not, whatever modifications. Axle wrap boosts, wheel positioning can shift, and the truck may develop a roaming feel or a clunk from the rear end.

There is a great reason experienced techs replace U-bolts rather than recycling them after suspension work. The threads stretch, the clamp load changes, and the metal has actually currently been worked under torque. Recycling old hardware can conserve a little cash in the short-term, however it can cost even more if the axle shifts or the spring pack loosens up after a few hundred miles. On a work truck, that type of failure is not simply inconvenient. It can damage spring perches, brake hoses, driveline angles, and even the differential housing if the axle moves enough.

Custom U bolts become specifically essential when a truck has nonstandard spring packs, lifted suspension, or specialty axle dimensions. Off-the-shelf hardware may be close, however close is not always good enough. The leg 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 corrosion and roadway damage. A bolt with the incorrect bend radius may not seat easily versus the spring plate, and a poor seat indicates irregular load.

When stock hardware is not enough

Standard replacement parts work well when the truck remains near to factory configuration. Once a truck has been changed 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 just a special-order benefit. They are a fitment option that supports safe clamp force and proper geometry.

The distinction shows up throughout installation. An appropriately made set of custom U bolts slides into position without forcing the springs or plates out of positioning. The threads engage cleanly, the nuts tighten equally, and the assembly seats without a battle. That matters because setup tension can tell you a lot. If the hardware needs spying, bending, or irregular tightening to get started, the result is already compromised.



There is also the problem of material quality. Not all fasteners marketed for truck suspension are made to the exact same requirement. A part might look similar from the outdoors, but steel grade, thread quality, finish, and making consistency impact real-world reliability. Trucks reside in salt, mud, heat, and vibration. A weak surface or bad thread form does not stay theoretical for long. It ends up being a taken nut, a rusty thread, or a broken fastener when the truck needs service most.

Diagnosing driveline issues before they end up being major repairs

The best driveline repair work typically start with observation, not replacement. A good diagnosis looks at when the symptom 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 often 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 show excessive reaction, used splines, or loose spring hardware that lets the axle relocation before it loads fully. If the truck has just recently had actually a lift installed, the odds of angle-related concerns go up immediately.

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

Matching driveline service to genuine truck use

A light-duty pickup used for travelling and periodic towing will not use 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 ought to reflect how the truck is actually used, not simply what the handbook says under ideal conditions. Handbooks are practical, however they can not account for every lift, load, roadway surface area, or climate.

For example, a truck that invests most of its life on dirt roads may need driveline examinations much more frequently since dust and water invasion reduce grease life and speed up joint wear. A snow-belt truck may experience rust around fasteners and U-bolt threads, making periodic replacement more vital. A towing truck may need more regular checks of pinion angle, U-joints, and slip yoke lubrication because the driveline is under greater constant load.

That practical view matters due to the fact that over-maintenance and under-maintenance both have expenses. Changing parts too soon wastes cash. Waiting too long develops cascading damage. The objective is not to go after shiny new hardware. It is to maintain geometry, clamp load, and rotating balance before small problems end up being expensive ones.

The hidden expense of ignoring clamp load

Suspension hardware works due to the fact that force is moved through friction and mechanical restraint. U-bolts create clamp load that keeps the axle welded, in a practical sense, to the spring pack. If that clamp load drops, the axle can move slightly, particularly under hard braking or torque reversal. A shift as small as a portion 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 specification is not a formality. It is what ensures the spring pack is compressed uniformly and the axle remains 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 shorten 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 actually been snugged, not correctly torqued. The owner discovered a slight rear-end guide under load, then a clunk, then unequal tire wear. By the time the truck was checked, the axle had actually shifted enough to leave refined witness marks on the spring seat. That type of issue is avoidable, but 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. Often a mild lift does not produce apparent problems immediately, especially if the truck has enough factory tolerance. Other times even a modest change produces vibration, joint wear, or U-joint bind.

The typical mistake is assuming that if the truck drives, the geometry should be fine. It might drive well enough for a short test loop and still be destructive 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 require to interact. If they do not, the truck may be appropriate at low speeds and unpleasant on the highway.

Custom U bolts typically get in the picture here due to the fact that suspension modifications can alter axle position, spring density, and plate fitment. A lifted or customized truck may need hardware that reaches cleanly and secures correctly without leaving the axle perched on compromised threads. It is a little detail that avoids larger failures.

Choosing truck parts that will actually last

Truck parts live or die by fit, not just by description. A part can be noted as compatible and still develop concerns if the measurements are wrong for a particular build. That is particularly real for driveline parts 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 manufacturer comprehends genuine setup conditions. Are the dimensions precise, or just approximate? Is the thread length useful for the plate and nut stack? Exists enough clearance for the shaft to articulate without binding? Can the part be serviced later without damaging the hardware? Those are not academic questions. They determine whether a repair is straightforward or a long afternoon of rework.

The least expensive part on the shelf is hardly ever the most inexpensive part in the truck. A driveshaft that runs out balance or a set of improperly made U-bolts can create a repeat repair, extra labor, and downtime that costs more than the first installation. For fleet operators, that downtime is often the most significant expense of all. For private owners, it is the frustration of going after an issue that ought to have stayed solved.

What a good maintenance examination should reveal

A strong upkeep regimen does not require to be complicated. It requires to be purposeful. Throughout routine service, the driveline ought to be looked for play, noticeable damage, lubrication condition, and any indications of imbalance or contact. The U-bolts and spring plates must be examined for corrosion, stretching, split

hardware, or motion marks. If the truck has been modified, the inspection ought to include a look at driveline angles and axle positioning, not simply a fast glance underneath.

A healthy truck frequently tells on itself. The shaft turns easily. 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 issues generally leaves clues: polished metal where there should be paint, dry rust where there should be grease, sound under load, or a vibration that shows up only at one speed range. Those details matter due to the fact that they assist the repair instead of inviting guesswork.

For owners who rely on their trucks, that level of attention pays off rapidly. It lowers roadside failures, secures tires and bearings, and keeps the truck foreseeable when it is packed. It likewise makes subsequent repairs simpler since worn parts are captured before they harm surrounding components.

Truck upkeep is not only about changing what is broken. It has to do with keeping the structure of the vehicle undamaged, and that begins with the parts that send power and hold the axle in location. Drivelines, custom U bolts, and the surrounding truck parts might not be glamorous, however they are where dependability is won or lost. When those pieces are chosen thoroughly, set up correctly, 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

While exploring the exhibits at the Lane County History Museum, many drivers know they can find nearby support for Drivelines repair, Custom U Bolts manufacturing, and quality Truck Parts.