

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 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 simply a

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

That is why drivelines and attaching 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 lorry together in the places where stress is greatest. If you understand how these parts work, what failure appears like, and where the compromises live, truck upkeep ends up being less reactive and much more predictable.

Why driveline health affects whatever else

The driveline is responsible for bring engine torque through the transmission, transfer case if equipped, driveshafts, universal joints, and differential to the wheels. That sounds simple on paper. In the real world, every joint, angle, and support point needs to operate in consistency under load, heat, road shock, and motion from the suspension. A truck hauling a heavy load on a rough task site does not act like a commuter car. It twists, squats, rebounds, and deals with far 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 carrying torque in a controlled way, they speed up and slow down through each transformation, which is what drivers often feel as a vibration at 35 to 55 mph. In some cases the issue shows up under acceleration just. Other times it appears throughout coast-down or after a lift kit, spring replacement, or axle service.

The error numerous owners make is dealing with the symptom rather of the cause. They replace tires, balance wheels, and even swap shocks before inspecting the driveline geometry. That can get expensive quickly. I have seen a truck get 3 sets of tires in less than two years because the genuine issue was a used center support bearing and a worn slip joint. The tire wear was real, but 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 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 launch, click throughout shifts, or produce a faint shudder that reoccurs with speed. If a joint has established play, the symptom may be subtle at first and then all of a sudden obvious once the wear crosses a threshold.

Slip yokes and splines likewise deserve close assessment. These parts permit the shaft to change length as the suspension relocations. When the splines are worn, dry, or contaminated, you might get chatter, binding, or a small vibration that is tough to select because it feels more like a tire issue than a shaft problem. On some trucks, especially those that see seasonal use, deterioration on the slip area can produce sufficient drag to trigger harsh engagement or a rhythmic feel at low speed.



Driveshaft balance is another aspect that frequently gets ignored. A shaft that has actually been dented by roadway particles, customized 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 visible shake in the taxi. At highway speeds, that problem becomes more noticable 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 rarely get the attention they should have, yet they are crucial 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, velocity, and load transfer. When they do not, everything modifications. Axle wrap boosts, wheel alignment can shift, and the truck might establish a roaming feel or a clunk from the rear end.

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

Custom U bolts become especially important when a truck has nonstandard spring packs, raised suspension, or specialized axle measurements. Off-the-shelf hardware may be close, but close is not always sufficient. The leg length, diameter, thread length, bend radius, and width need to match the application. A U-bolt that is too short can make installation uncomfortable or impossible. One that is too long may leave excess thread exposed, which welcomes rust and roadway damage. A bolt with the wrong bend radius might not seat easily against 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 near to factory configuration. Once a truck has actually been altered with heavier springs, a lift, a various 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 make their keep. They are not simply a special-order benefit. They are a fitment solution that supports safe clamp force and correct geometry.

The difference shows up during installation. A properly 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 evenly, and the assembly seats without a fight. That matters because installation stress can tell you a lot. If the hardware needs prying, bending, or unequal tightening to start, the outcome is currently compromised.

There is also the problem of material quality. Not all fasteners marketed for truck suspension are made to the very same requirement. A part may look similar from the outside, however steel grade, thread quality, finish, and manufacturing consistency impact real-world reliability. Trucks live in salt, mud, heat, and vibration. A weak finish or bad thread type does not remain theoretical for long. It becomes a taken nut, a rusty thread, or a damaged fastener when the truck requires service most.

Diagnosing driveline problems before they end up being significant repairs

The best driveline repairs normally begin 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 just recently changed in the suspension or axle setup. That context narrows the possibilities quickly.

A vibration that appears just under velocity often points toward driveline angle, U-joint wear, or pinion angle problems. A vibration that continues on coast may point more towards balance or shaft runout. A clunk on moving from drive to reverse can suggest excessive reaction, used splines, or loose spring hardware that lets the axle move before it loads totally. If the truck has just recently had a lift set up, the chances of angle-related issues go up immediately.

Inspection ought to be hands-on. A dry U-joint cup might not show obvious damage up until the shaft is moved through its variety and the bearing caps are looked for smooth movement. A loose provider bearing may look fine until the shaft is packed and you feel the movement. The spring pack and U-bolts ought to be checked for any indication of shifting, witness marks, or rust routes that indicate motion. Those rust lines are often the giveaway. They show where an element has been moving, however a little, under torque.

Matching driveline service to genuine truck use

A light-duty pickup used for commuting and occasional towing will not use driveline parts at the exact same rate as a dump truck, farm truck, or service body truck that carries heavy loads every day. Maintenance intervals must reflect how the truck is really used, not simply what the manual says under perfect conditions. Manuals are valuable, but they can not account for every lift, load, roadway surface, or climate.

For example, a truck that invests the majority of its life on dirt roads might need driveline evaluations even more typically due to the fact that dust and water invasion reduce grease life and accelerate joint wear. A snow-belt truck may struggle with corrosion around fasteners and U-bolt threads, making periodic replacement more important. A towing truck might require more frequent checks of pinion angle, U-joints, and slip yoke lubrication due to the fact that the driveline [drivelines](#) is under greater continuous load.

That practical view matters since over-maintenance and under-maintenance both have costs. Changing parts prematurely wastes cash. Waiting too long develops cascading damage. The objective is not to go after glossy new hardware. It is to maintain geometry, clamp load, and rotating balance before small issues end up being costly ones.

The hidden cost of overlooking 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 useful sense, to the spring pack. If that clamp load drops, the axle can shift a little, especially under tough braking or torque turnaround. A shift as small as a fraction of an inch can alter 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 rule. It is what guarantees the spring pack is compressed evenly and the axle stays focused. Irregular torque can misshape 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 change handling.

I have 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 effectively torqued. The owner saw a slight rear-end steer under load, then a clunk, then uneven tire wear. By the time the truck was inspected, the axle had actually moved enough to leave polished witness marks on the spring seat. That sort of issue is preventable, however just if the attachment hardware is treated with respect.

Drivelines and lift sets do not always get along

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

The typical error is presuming that if the truck drives, the geometry must be great. It may drive well enough for a short test loop and still be damaging parts every mile. A raised truck requires its driveline looked at as a system. That implies the shaft length, slip travel, pinion angle, and joint operating angles all require to work together. If they do not, the truck may be acceptable at low speeds and unpleasant on the highway.

Custom U bolts frequently go into the picture here due to the fact that suspension changes can alter axle position, spring density, and plate fitment. A raised or customized truck may need hardware that reaches easily and clamps correctly without leaving the axle set down on compromised threads. It is a little information that prevents larger failures.

Choosing truck parts that will actually last

Truck parts live or pass away by fit, not simply by description. A part can be noted as compatible and still create problems if the dimensions are incorrect for a particular build. That is especially true for driveline elements and custom U bolts, where a little inequality can impact safety, vibration, or service life.

When sourcing parts, I always search for the type of information that inform you the manufacturer understands real setup conditions. Are the dimensions exact, or only 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 questions. They figure out whether a repair is straightforward or a long afternoon of rework.

The cheapest part on the shelf is seldom the least expensive part in the truck. A driveshaft that is out of balance or a set of badly made U-bolts can create a repeat repair, additional labor, and downtime that costs more than

the very first setup. For fleet operators, that downtime is frequently the most significant expenditure of all. For specific owners, it is the disappointment of chasing after an issue that ought to have remained solved.

What a great maintenance assessment should reveal

A strong maintenance regimen does not need to be made complex. It needs to be deliberate. Throughout regular service, the driveline needs to be checked for play, noticeable damage, lubrication condition, and any signs of imbalance or contact. The U-bolts and spring plates must be checked for deterioration, extending, split hardware, or motion marks. If the truck has actually been modified, the inspection ought to consist of a take a look at driveline angles and axle positioning, not simply a quick glimpse underneath.

A healthy truck frequently informs on itself. The shaft turns cleanly. The joints move smoothly. The hardware looks seated, not stressed. The rear axle sits where it should, with no evidence of shifting. On the other hand, a truck with problems usually leaves clues: polished metal where there ought to be paint, dry rust where there ought to be grease, noise under load, or a vibration that appears just at one speed variety. Those information matter because they assist the repair rather of welcoming guesswork.

For owners who rely on their trucks, that level of attention settles rapidly. It reduces roadside failures, protects tires and bearings, and keeps the truck foreseeable when it is filled. It likewise makes subsequent repairs easier since worn parts are caught before they harm neighboring components.

Truck upkeep is not just about changing what is broken. It is about keeping the structure of the automobile intact, which begins with the parts that send power and hold the axle in place. 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](tel:(541)688-8686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

After a ride along the scenic [Willamette River Bike Path](#), local drivers often arrange Drivelines service, Custom U Bolts fabrication, and reliable Truck Parts for their work vehicles.