

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 on the outdoors and still be one used joint far from vibration, clunking, or premature axle wear. That is typically where drivelines and custom U bolts get in the picture. They do not get the attention a lift

package, turbo upgrade, or new set of tires gets, however they carry a lot of the load, actually and mechanically. If you have invested whenever under a truck, you currently know that the parts that appear basic are typically the ones that choose whether the lorry feels tight or tired.

Drivelines and custom U bolts matter because they sit at the intersection of power transfer, suspension geometry, and safety. A driveline that is out of balance by a percentage can turn a comfy highway truck into a shaking mess at 55 mph. U bolts that are the incorrect size, recycled too many times, or torqued unevenly can let axle positioning drift, which results in severe handling, leaf spring movement, and unnecessary wear in neighboring truck parts. These are not abstract concerns. They show up as vibrations through the seat, driveline sound at speed, and repair bills that never ever appear to end.

What a driveline in fact does

The driveline is the mechanical bridge in between the transmission and the axle. Its job is straightforward on paper. It takes rotational energy from the engine and delivers it to the wheels while permitting the suspension and axle to move through their range of travel. In practice, that means the driveline has to manage torque, angle changes, speed variation, and constant roadway abuse.

On a rear-wheel-drive pickup, the driveline normally includes the driveshaft, universal joints, slip yoke or slip spline, and related mounting hardware. In much heavier applications, it might also include a center assistance bearing or several shaft sections. On a four-wheel-drive truck, the setup becomes more complex due to the fact that the transfer case, front shaft, rear shaft, and front axle geometry all matter. Once a truck is raised, decreased, packed in a different way, or transformed for work use, the driveline typically requires to be reevaluated.

A lot of truck owners assume a driveline either works or fails. That is not how it normally goes. Most driveline issues establish slowly. You get a faint vibration under velocity, then a shudder at a particular speed, then a clunk when shifting from drive to reverse. By the time the problem ends up being apparent, the wear has actually often spread to U joints, carrier bearings, pinion bearings, or even transmission tailshaft components.

Why custom U bolts should have more regard than they get

Custom U bolts are one of those truck parts that look plain until you realize how much obligation they bring. On leaf-spring suspension systems, they clamp the axle assembly to the spring pack and hold the entire arrangement together under load. That sounds simple, however the clamping force is doing genuine work every mile. It keeps the axle seated, withstands twist under braking and acceleration, and helps keep alignment.

The term custom U bolts can indicate different things depending on the application. In some cases it implies a non-standard size for a raised truck, a vintage chassis, or a sturdy business setup. Other times it indicates a bolt made with a particular size, leg length, bend radius, thread pitch, or covering to match a distinct suspension package. Off-the-shelf hardware is not always the right answer, specifically when the spring pack density, axle tube diameter, or included lift makes basic lengths too short.

I have seen more than one truck been available in with suspension noise that turned out to be a U bolt issue rather than a spring problem. The owner had replaced the shocks, examined the bushings, and still heard a metallic knock. In numerous cases, the U bolts had actually lost clamp force or were the incorrect length after a suspension change. As soon as the hardware was changed with correctly matched custom U bolts and torqued properly, the sound disappeared. That is a good suggestion that the most basic truck parts can cause the most confusion.



The connection in between driveline angles and U bolt setup

The driveline does not operate in seclusion. It works with the axle, springs, pinion angle, and frame height. If the suspension sits wrong, the driveline has to compensate. If the axle is not held squarely by the spring pack, the driveline might run at an angle that creates vibration or early joint wear.

This is one factor individuals who raise trucks without correcting geometry typically wind up going after problems. A two-inch lift can be enough to change the operating angle of the driveshaft. A four-inch lift can make the concern obvious. If custom U bolts are needed to secure taller spring packs or modified suspension elements, the remainder of the setup needs to be examined too. Hardware alone does not solve a geometry problem.

Pinion angle is typically ignored in casual upgrades. The driveshaft wants to go through a variety where the universal joints can run efficiently without binding or creating cyclic vibration. If the pinion points too far up or down relative to the transmission output, the truck might feel great around town and rough on the highway. That is specifically typical after suspension work, axle swaps, or load changes that alter ride height.

Signs that the driveline is requesting attention

A stopping working driveline hardly ever makes a single dramatic statement. It generally leaves ideas. Vibration at a narrow speed variety is among the most common. If the vibration changes under load, throughout coast, or when shifting in between gears, that helps narrow down the source. A worn U joint may click or knock when the shaft rotates under torque. A slip yoke concern may show up as a shudder on departure or a squeak that follows suspension movement.

Another idea is irregular wear on nearby components. If the provider bearing mount is stressed out, if the rear seal keeps dripping, or if the truck develops a recurring axle hop under acceleration, the driveline and its supporting components require a closer appearance. The truck may still be drivable, however it is telling you something runs out balance.

I have actually also seen drivers mistake tire balance for driveline vibration and spend cash in the wrong location. Tires absolutely cause shake, but tire vibration often follows road speed more regularly. Driveline vibration is more likely to alter with throttle input, load, or gear selection. That difference matters due to the fact that swapping tires will not repair a worn U joint, and changing a shaft will not cure a separated belt in a tire.

When custom U bolts are the much better choice

There are plenty of situations where basic hardware works simply great. There are also times when utilizing generic hardware is a shortcut to trouble. Custom U bolts become the better option when the truck has actually been customized enough that stock measurements no longer fit cleanly or safely.

A lifted truck is the obvious example. If the spring pack is thicker, the axle tube is larger, or the application needs extended legs and exact thread length, custom U bolts assist attain an appropriate clamp without requiring a compromise. Heavy-duty work trucks, utility beds, service bodies, and some trailer setups can also benefit from custom fabrication because the load profile is not basic anymore. A truck that spends its life hauling equipment or bring consistent bed weight sees various stress than a weekend commuter.

Material and finish matter too. Effectively made custom U bolts are not just bent rods. They need to match the designated load, withstand deterioration reasonably well, and thread cleanly. In salted climates, finish is not cosmetic. It impacts service life. A rusty U bolt is not simply unsightly, it is more difficult to torque accurately and most likely to seize when it eventually requires replacement.

The function of torque, and why "tight adequate" is not enough

One of the most common errors with U bolts is relying on feel instead of spec. Securing hardware must be torqued evenly and, for the most part, reconsidered after initial use. Springs settle. Paint compresses. New hardware beds in. That first duration after installation is when a lot of individuals lose clamp force without understanding it.

Over-torquing can be simply as bad as under-torquing. Cranking down too hard can stretch the U bolts, misshape the spring pack, or damage threads. Under-torquing allows motion between the axle and spring, which can lead to axle shift, noise, and sped up wear. The precise specification depends on the lorry and hardware, however the real lesson corresponds. Precision matters. This is not a location for guesswork.

The same principle uses to driveline fasteners. U joints, flange bolts, provider bearing mounts, and slip yoke retaining hardware all need appropriate attachment. A vibration repair that overlooks torque series is frequently a short-term repair at best.

How custom U bolts affect drivability and safety

People tend to consider U bolts as static hardware, but they affect how the truck behaves whenever you brake, speed up, or hit a pothole. If the axle is not clamped firmly and squarely to the spring pack, the rear end can move a little under load. That might sound small, however enough little motion changes the truck's tracking and can impact braking stability.

On a loaded truck, the stakes rise quickly. When the bed is full or the trailer weight is pressing the limitations of the suspension, any looseness in the axle-to-spring user interface can become overstated. You might notice wandering, a rear-end steer experience, or a harsh thunk when the suspension compresses over uneven pavement. Those symptoms are not regular wear. They suggest the clamp load or hardware geometry is off.

Safety also consists of serviceability. Great custom U bolts make upkeep much easier due to the fact that they fit correctly and can be changed without forcing the installer to stretch, cut, or improvise. That minimizes the opportunity of harmed threads, bent hardware, or a hurried roadside repair that never quite holds.

Driveline service is part inspection, part judgment

A proper driveline assessment is not almost spinning the shaft by hand and hoping for the best. It consists of checking for play in [truck parts](#) the U joints, searching for rust dust around bearing caps, examining slip surface areas for galling, and sensation for roughness when the shaft is rotated. On trucks with several areas, the center support bearing must be analyzed for cracking, drooping, or rubber separation.

Sometimes the issue is obvious. A U joint with visible rust bleed at the cap is already on borrowed time. Other times the fault is more subtle. A shaft can be slightly bent, or a balance weight may have broken off, leaving no visual proof at a glance. That is where experience matters. A technician who has actually gone after driveline vibrations before understands to look beyond the most obvious parts.

If a truck has had recent suspension work, driveline evaluation ends up being a lot more essential. Altering trip height changes angles. Replacing leaf springs or adding assistant springs can alter the way load transfers through the axle. A great mechanic will examine the driveline after suspension changes instead of assuming everything will settle itself out.

Choosing the ideal truck parts for the job

Not every repair requires the most costly alternative, but low-cost truck parts can cost more in the end if they are badly made or improperly matched. For driveline parts, consistency in dimensions and quality of machining matters. A universal joint that does not fit cleanly, a shaft that is not well balanced properly, or hardware that corrodes immediately is more than a nuisance. It ends up being a reliability issue.

The very same goes for custom U bolts. Fitment needs to be specific enough that the installer is not requiring the part into location. The bend needs to match the axle real estate and spring pack without creating odd tension points. Thread length must allow full nut engagement without excess protrusion that disrupts suspension travel or future service. A good supplier will ask concerns about axle size, spring width, stack height, and intended use. That is typically a sign you are handling parts that are being matched to a real application rather of a one-size-fits-all catalog entry.

If a truck is used for plowing, carrying, towing, or off-road work, those demands must affect the choice. A light-duty street setup and a heavy work truck do not live the same life, even if they share the same badge.

A useful maintenance mindset

Truck owners often think upkeep has to do with reacting to problems. The much better approach is to inspect before signs become failures. That is especially real for drivelines and custom U bolts due to the fact that both can use silently while the truck still feels primarily normal.



A visual assessment throughout oil changes or tire rotations can capture a lot. Look for rust routes, glossy movement marks, split rubber, missing balance weights, and loose hardware. Focus on any change in how the

truck feels under throttle or when pulling a grade. Even a subtle vibration that appears just after a suspension repair is worthy of a second look.



It also helps to keep records. If a U bolt set was set up after a lift, note the torque check interval. If a driveline was well balanced or shortened, tape-record the mileage and any changes in vibration afterward. That makes future repairing faster and avoids repeating the very same uncertainty every few months.

A brief shop-floor checklist worth keeping in mind

- Check for vibration that changes with throttle, not simply speed.
- Inspect U bolt torque after the very first stretch of driving following installation.
- Look for rust dust or looseness around U joints and bearing caps.
- Recheck pinion angle after suspension height changes.
- Match replacement truck parts to the actual axle, spring, and shaft dimensions, not just the vehicle year.

Why experience beats assumptions

The hardest part of driveline and suspension work is that the symptoms overlap. A vibration can originate from tires, wheels, brakes, driveline angles, worn joints, bent shafts, or loose suspension hardware. Custom U bolts might fix one piece of the puzzle, but if the underlying geometry is incorrect, the problem returns. Also, a best driveline balance will not save a truck whose axle is moving since the clamping hardware is inadequate.

That is why knowledgeable techs tend to ask questions that seem extremely particular. Has the truck been raised? Has the axle been swapped? Were the springs changed? Did the vibration start after hauling, after a curb strike, or after a U bolt change? Those details frequently tell the story faster than a dozen parts replacements.

A lot of truck owners can managing their own maintenance, which is a good idea. The secret is understanding where precision matters. Drivelines, custom U bolts, and associated truck parts are not attractive, however they are fundamental. They affect how the truck feels on the road, how it brings weight, and how long the remainder of the drivetrain survives.

For a lorry that strives, that is precisely where attention belongs.

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](tel:5416888686) 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:5416888686), 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.

