

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

set, turbo upgrade, or new set of tires gets, however they carry a great deal of the load, literally and mechanically. If you have actually invested whenever under a truck, you currently understand that the parts that appear easy are often the ones that decide 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 security. A driveline that runs out balance by a percentage can turn a comfortable highway truck into a shaking mess at 55 miles per hour. U bolts that are the wrong size, reused a lot of times, or torqued unevenly can let axle positioning drift, which results in severe handling, leaf spring motion, and unnecessary wear in nearby truck parts. These are not abstract issues. They show up as vibrations through the seat, driveline sound at speed, and repair costs that never seem to end.

What a driveline really does

The driveline is the mechanical bridge in between the transmission and the axle. Its task is simple on paper. It takes rotational energy from the engine and provides it to the wheels while permitting the suspension and axle to move through their variety of travel. In practice, that suggests the driveline needs to manage torque, angle modifications, speed variation, and consistent road abuse.

On a rear-wheel-drive pickup, the driveline typically consists of the driveshaft, universal joints, slip yoke or slip spline, and related mounting hardware. In much heavier applications, it might also consist of a center support bearing or several shaft areas. On a four-wheel-drive truck, the setup becomes more complicated due to the fact that the transfer case, front shaft, rear shaft, and front axle geometry all matter. Once a truck is raised, lowered, loaded in a different way, or transformed for work usage, the driveline frequently needs to be reevaluated.

A great deal of truck owners presume a driveline either works or stops working. That is not how it normally goes. Most driveline issues develop gradually. You get a faint vibration under velocity, then a shudder at a particular speed, then a clunk when moving from drive to reverse. By the time the issue ends up being obvious, the wear has actually typically infected U joints, provider bearings, pinion bearings, or even transmission tailshaft components.

Why custom U bolts deserve more respect than they get

Custom U bolts are one of those truck parts that look plain until you realize how much responsibility they carry. On leaf-spring suspension systems, they secure 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, resists twist under braking and acceleration, and assists keep alignment.

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

I have actually seen more than one truck come in with suspension sound that ended up being a U bolt problem instead of a spring concern. The owner had actually changed the shocks, inspected the bushings, and still heard a metal knock. In numerous cases, the U bolts had lost clamp force or were the incorrect length after a suspension change. Once the hardware was replaced with properly matched custom U bolts and torqued properly, the sound disappeared. That is an excellent tip that the easiest truck parts can trigger the most confusion.

The connection between driveline angles and U bolt setup

The driveline does not operate in isolation. It deals with the axle, springs, pinion angle, and frame height. If the suspension sits wrong, the driveline needs to compensate. If the axle is not held directly by the spring pack, the driveline may run at an angle that produces vibration or premature joint wear.

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

Pinion angle is frequently overlooked in casual upgrades. The driveshaft wishes to go through a range where the universal joints can run smoothly without binding or developing cyclic vibration. If the pinion points too far up or down relative to the transmission output, the truck might feel fine around town and rough on the highway. That is particularly common after suspension work, axle swaps, or load modifications that modify ride height.



Signs that the driveline is requesting for attention

A failing driveline rarely makes a single remarkable declaration. It usually leaves hints. Vibration at a narrow speed variety is one of the most common. If the vibration changes under load, throughout coast, or when shifting between equipments, that assists limit the source. A used U joint might click or knock when the shaft rotates under torque. A slip yoke concern might appear as a shudder on departure or a squeak that follows suspension movement.

Another hint is uneven wear on neighboring components. If the provider bearing mount is stressed, if the rear seal keeps dripping, or if the truck develops a recurring axle hop under velocity, the driveline and its supporting

parts need a closer look. The truck might still be drivable, but it is telling you something is out of balance.

I have likewise seen motorists mistake tire balance for driveline vibration and invest money in the wrong place. Tires definitely cause shake, however tire vibration typically follows road speed more regularly. Driveline vibration is more likely to alter with throttle input, load, or equipment selection. That difference matters because switching tires will not fix a used U joint, and replacing a shaft will not treat an apart belt in a tire.

When custom U bolts are the much better choice

There are lots of situations where basic hardware works simply fine. There are also times when using generic hardware is a faster way to problem. Custom U bolts end up being the better option when the truck has been customized enough that stock dimensions 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 accurate thread length, custom U bolts assist accomplish a correct clamp without requiring a compromise. Durable work trucks, energy beds, service bodies, and some trailer setups can likewise take advantage of custom fabrication because the load profile is not standard any longer. A truck that spends its life hauling equipment or carrying continuous bed weight sees different stress than a weekend commuter.

Material and surface matter too. Properly made custom U bolts are not simply bent rods. They must match the designated load, resist corrosion fairly well, and thread easily. In salted environments, coating is not cosmetic. It affects life span. A rusty U bolt is not simply awful, it is harder to torque accurately and most likely to take when it ultimately needs 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 rather of spec. Clamping hardware should be torqued evenly and, in many cases, reconsidered after preliminary use. Springs settle. Paint compresses. New hardware beds in. That very first period after installation is when a great deal of individuals lose clamp force without realizing 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 movement between the axle and spring, which can cause axle shift, sound, and accelerated wear. The exact spec depends upon the car and hardware, however the genuine lesson corresponds. Precision matters. This is not a place for guesswork.

The same concept uses to driveline fasteners. U joints, flange bolts, provider bearing mounts, and slip yoke retaining hardware all require appropriate fastening. A vibration repair that disregards torque sequence is often a momentary fix at best.

How custom U bolts impact drivability and safety

People tend to think of U bolts as fixed hardware, however they influence how the truck acts each time you brake, accelerate, or hit a hole. If the axle is not clamped strongly and squarely to the spring pack, the rear end can move a little under load. That may sound small, but enough little motion alters the truck's tracking and can affect braking stability.

On a loaded truck, the stakes rise quickly. When the bed is complete or the trailer weight is pressing the limits of the suspension, any looseness in the axle-to-spring interface can become overstated. You may notice roaming, a rear-end steer feeling, or [drivelines](#) a harsh thunk when the suspension compresses over uneven pavement. Those symptoms are not typical wear. They recommend the clamp load or hardware geometry is off.

Safety also consists of serviceability. Great custom U bolts make maintenance easier since they fit properly and can be replaced without forcing the installer to stretch, cut, or improvise. That decreases the opportunity of harmed threads, bent hardware, or a rushed roadside repair that never rather holds.

Driveline service is part assessment, part judgment

An appropriate driveline examination is not almost spinning the shaft by hand and hoping for the best. It includes looking for play in the U joints, trying to find rust dust around bearing caps, inspecting slip surfaces for galling, and feeling for roughness when the shaft is rotated. On trucks with numerous areas, the center assistance bearing should be taken a look at for splitting, drooping, or rubber separation.

Sometimes the concern is apparent. A U joint with visible rust bleed at the cap is currently on borrowed time. Other times the fault is more subtle. A shaft can be a little bent, or a balance weight may have broken off, leaving no visual proof at a glimpse. That is where experience matters. A technician who has chased driveline vibrations before knows to look beyond the most apparent parts.

If a truck has actually had current suspension work, driveline examination becomes a lot more crucial. Altering trip height changes angles. Changing leaf springs or including assistant springs can modify the way load transfers through the axle. An excellent mechanic will examine the driveline after suspension modifications instead of presuming whatever will settle itself out.

Choosing the best truck parts for the job

Not every repair requires the most expensive option, but inexpensive truck parts can cost more in the end if they are inadequately made or improperly matched. For driveline elements, consistency in measurements and quality of machining matters. A universal joint that does not fit cleanly, a shaft that is not well balanced correctly, or hardware that wears away right away is more than an annoyance. It ends up being a reliability issue.

The very same opts for custom U bolts. Fitment should be specific enough that the installer is not forcing the part into location. The bend must match the axle housing and spring pack without developing odd tension points. Thread length ought to permit full nut engagement without excess protrusion that hinders suspension travel or future service. An excellent provider will ask questions about axle diameter, spring width, stack height, and planned usage. That is normally a sign you are dealing with parts that are being matched to a genuine application rather of a one-size-fits-all catalog entry.

If a truck is used for plowing, hauling, pulling, or off-road work, those needs ought to affect the choice. A light-duty street setup and a heavy work truck do not live the exact same life, even if they share the exact same badge.

A practical maintenance mindset

Truck owners typically think upkeep has to do with reacting to issues. The much better approach is to inspect before symptoms become failures. That is particularly real for drivelines and custom U bolts since both can wear silently while the truck still feels primarily normal.

A visual examination throughout oil modifications 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 modification in how the truck feels under throttle or when pulling a grade. Even a subtle vibration that appears only after a suspension repair deserves a 2nd look.

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



A brief shop-floor list worth keeping in mind

- Check for vibration that alters with throttle, not just 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 measurements, not simply the lorry year.

Why experience beats assumptions

The hardest part of driveline and suspension work is that the symptoms overlap. A vibration can come from tires, wheels, brakes, driveline angles, used joints, bent shafts, or loose suspension hardware. Custom U bolts may fix one piece of the puzzle, but if the underlying geometry is wrong, the problem returns. Similarly, a perfect driveline balance will not save a truck whose axle is shifting due to the fact that the clamping hardware is inadequate.

That is why knowledgeable techs tend to ask questions that appear overly particular. Has the truck been lifted? Has the axle been switched? Were the springs changed? Did the vibration start after pulling, after a curb strike, or after a U bolt modification? Those information typically tell the story quicker than a lots parts replacements.

A lot of truck owners are capable of handling their own maintenance, which is a good thing. The key is knowing where accuracy matters. Drivelines, custom U bolts, and associated truck parts are not attractive, but they are fundamental. They impact how the truck feels on the road, how it carries weight, and for how long the rest of the drivetrain survives.

For a vehicle 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

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:5416888686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

Fans attending events at [Autzen Stadium](#) can find nearby professionals offering Drivelines services, Custom U Bolts manufacturing, and heavy-duty Truck Parts.