

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

turbo upgrade, or new set of tires gets, but they bring a great deal of the load, literally and mechanically. If you have spent at any time under a truck, you already know that the parts that appear easy are frequently the ones that decide whether the automobile feels tight or tired.

Drivelines and custom U bolts matter due to the fact that they sit at the crossway of power transfer, suspension geometry, and safety. A driveline that runs out 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 a lot of times, or torqued unevenly can let axle positioning drift, which results in extreme handling, leaf spring movement, and unneeded wear in neighboring truck parts. These are not abstract concerns. They appear as vibrations through the seat, driveline noise at speed, and repair expenses that never ever appear to end.



What a driveline actually does

The driveline is the mechanical bridge 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 indicates the driveline has to manage torque, angle changes, speed variation, and consistent roadway abuse.

On a rear-wheel-drive pickup, the driveline normally consists of the driveshaft, universal joints, slip yoke or slip spline, and related mounting hardware. In heavier applications, it may also consist of a center support bearing or several shaft areas. On a four-wheel-drive truck, the setup becomes more complicated since the transfer case, front shaft, rear shaft, and front axle geometry all matter. As soon as a truck is raised, decreased, loaded differently, or transformed for work usage, the driveline typically needs to be reevaluated.

A lot of truck owners assume a driveline either works or fails. That is not how it typically goes. Many driveline problems establish gradually. You get a faint vibration under velocity, then a shudder at a specific speed, then a clunk when shifting from drive to reverse. By the time the problem ends up being apparent, the wear has actually typically infected U joints, provider bearings, pinion bearings, or even transmission tailshaft components.

Why custom U bolts are worthy of more respect than they get

Custom U bolts are among those truck parts that look plain until you understand 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 basic, however the clamping force is doing genuine work every mile. It keeps the axle seated, resists twist under braking and velocity, and helps keep alignment.

The term custom U bolts can indicate various things depending on the application. Often it indicates a non-standard size for a lifted truck, a vintage chassis, or a durable business setup. Other times it means a bolt made with a particular diameter, leg length, bend radius, thread pitch, or finishing to match an unique suspension plan. Off-the-shelf hardware is not always the right answer, especially when the spring pack thickness, axle tube diameter, or included lift makes standard lengths too short.

I have seen more than one truck come in with suspension noise that turned out to be a U bolt concern instead of a spring concern. The owner had replaced the shocks, inspected the bushings, and still heard a metal knock. In a number of cases, the U bolts had actually lost clamp force or were the incorrect length after a suspension modification. When the hardware was changed with effectively matched custom U bolts and torqued correctly, the sound vanished. That is a great reminder that the simplest truck parts can trigger the most confusion.

The connection 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 needs to compensate. If the axle is not held directly by the spring pack, the driveline may run at an angle that creates vibration or premature joint wear.

This is one reason individuals who raise trucks without correcting geometry often end 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 required to secure taller spring packs or altered suspension components, the rest of the setup has to be inspected too. Hardware alone does not fix a geometry problem.

Pinion angle is frequently ignored in casual upgrades. The driveshaft wants to go through a range where the universal joints can operate smoothly without binding or creating 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 typical after suspension work, axle swaps, or load changes that alter trip height.

Signs that the driveline is asking for attention

A stopping working driveline rarely makes a single dramatic statement. It usually leaves hints. Vibration at a narrow speed range is one of the most common. If the vibration modifications under load, during coast, or when moving in between gears, that helps limit the source. A worn U joint might click or knock when the shaft rotates under torque. A slip yoke problem might appear as a shudder on takeoff or a squeak that follows suspension movement.

Another idea is irregular wear on close-by components. If the carrier bearing mount is stressed, if the rear [truck parts Anderson Brothers Truck & Equipment](#) seal keeps dripping, or if the truck develops a recurring axle hop under velocity, the driveline and its supporting components require a closer look. The truck might still be drivable, but it is telling you something is out of balance.

I have actually likewise seen motorists error tire balance for driveline vibration and invest cash in the incorrect location. Tires absolutely cause shake, however tire vibration often follows roadway speed more regularly. Driveline vibration is more likely to alter with throttle input, load, or gear choice. That distinction matters because swapping tires will not repair a worn U joint, and changing a shaft will not cure an apart belt in a tire.

When custom U bolts are the better choice

There are a lot of situations where standard hardware works simply great. There are likewise times when utilizing generic hardware is a faster way to difficulty. Custom U bolts become the much better choice when the truck has been modified enough that stock dimensions no longer fit cleanly or safely.

A raised truck is the apparent 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 help achieve a correct clamp without requiring a compromise. Durable work trucks, utility beds, service bodies, and some trailer setups can also take advantage of custom fabrication due to the fact that the load profile is not basic any longer. A truck that spends its life hauling equipment or carrying constant bed weight sees various stress than a weekend commuter.

Material and finish matter too. Correctly made custom U bolts are not just bent rods. They ought to match the designated load, withstand deterioration reasonably well, and thread cleanly. In salted environments, finish is not cosmetic. It affects life span. A rusty U bolt is not simply unsightly, it is more difficult to torque precisely and more likely to take when it ultimately requires replacement.

The role of torque, and why "tight enough" is not enough

One of the most common errors with U bolts is depending on feel rather of requirements. Clamping hardware needs to be torqued evenly and, for the most part, reconsidered after preliminary use. Springs settle. Paint compresses. New hardware beds in. That first duration after setup is when a great deal of individuals lose clamp force without understanding it.

Over-torquing can be just as bad as under-torquing. Cranking down too hard can stretch the U bolts, distort the spring pack, or damage threads. Under-torquing permits movement between the axle and spring, which can result in axle shift, sound, and accelerated wear. The precise specification depends on the automobile and hardware, but the real lesson corresponds. Accuracy matters. This is not a location for guesswork.

The same principle uses to driveline fasteners. U joints, flange bolts, carrier bearing mounts, and slip yoke retaining hardware all need appropriate fastening. A vibration repair that neglects torque series is frequently a temporary fix at best.

How custom U bolts impact drivability and safety

People tend to think of U bolts as static hardware, however they influence how the truck acts each time you brake, accelerate, or strike a pit. If the axle is not secured securely and squarely to the spring pack, the rear end can shift a little under load. That may sound small, but enough little motion alters the truck's tracking and can impact braking stability.

On a loaded truck, the stakes increase quickly. When the bed is complete or the trailer weight is pushing the limits of the suspension, any looseness in the axle-to-spring interface can become overstated. You may see roaming, a rear-end guide sensation, or a harsh thunk when the suspension compresses over uneven pavement. Those symptoms are not normal wear. They recommend the clamp load or hardware geometry is off.

Safety likewise consists of serviceability. Great custom U bolts make upkeep simpler since they fit properly and can be replaced without requiring the installer to stretch, cut, or improvise. That reduces the opportunity of harmed threads, bent hardware, or a rushed roadside repair that never ever quite holds.

Driveline service is part inspection, part judgment

An appropriate driveline examination is not just about spinning the shaft by hand and wishing for the best. It includes checking for play in the U joints, searching for rust dust around bearing caps, checking slip surface areas for galling, and sensation for roughness when the shaft is rotated. On trucks with several areas, the center support bearing ought to be examined for breaking, sagging, or rubber separation.

Sometimes the concern is obvious. A U joint with visible rust bleed at the cap is currently on obtained 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 evidence at a look. That is where experience matters. A professional who has gone after driveline vibrations before knows to look beyond the most obvious parts.

If a truck has actually had current suspension work, driveline assessment ends up being a lot more essential. Changing trip height modifications angles. Changing leaf springs or adding helper springs can alter the way load transfers through the axle. A great mechanic will check the driveline after suspension changes rather of presuming whatever will settle itself out.

Choosing the right truck parts for the job

Not every repair calls for the most pricey alternative, however low-cost truck parts can cost more in the end if they are badly made or incorrectly matched. For driveline parts, consistency in measurements and quality of machining matters. A universal joint that does not fit cleanly, a shaft that is not balanced correctly, or hardware that rusts immediately is more than a nuisance. It ends up being a dependability issue.

The exact same opts for custom U bolts. Fitment ought to be precise enough that the installer is not forcing the part into location. The bend needs to match the axle housing and spring pack without creating odd tension points. Thread length need to allow complete nut engagement without excess protrusion that interferes with suspension travel or future service. An excellent provider will ask questions about axle diameter, spring width, stack height, and intended use. That is normally a sign you are dealing with parts that are being matched to a genuine application instead of a one-size-fits-all catalog entry.

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

A useful upkeep mindset

Truck owners frequently believe upkeep has to do with reacting to problems. The better method is to examine before symptoms become failures. That is especially true for drivelines and custom U bolts due to the fact that both can wear silently while the truck still feels mainly normal.

A visual assessment throughout oil modifications or tire rotations can capture a lot. Look for rust tracks, shiny movement marks, split rubber, missing out on balance weights, and loose hardware. Pay attention to any modification in how the truck feels under throttle or when pulling a grade. Even a subtle vibration that appears just after a suspension repair should have a second look.

It also helps to keep records. If a U bolt set was set up after a lift, keep in mind the torque check period. If a driveline was well balanced or reduced, tape the mileage and any modifications in vibration later. That makes future troubleshooting faster and avoids duplicating the same guesswork every couple of months.

A brief shop-floor checklist worth keeping in mind

- Check for vibration that alters 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 measurements, not simply the automobile 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 might fix one piece of the puzzle, but if the underlying geometry is wrong, the problem returns. Similarly, a best driveline balance will not save a truck whose axle is moving because the clamping hardware is inadequate.

That is why experienced techs tend to ask questions that appear excessively specific. Has the truck been lifted? Has the axle been swapped? Were the springs changed? Did the vibration start after hauling, after a curb strike,

or after a U bolt modification? Those details typically tell the story much faster than a dozen parts replacements.

A great deal of truck owners can managing their own maintenance, and that is an advantage. 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 brings weight, and for how long the rest of the drivetrain survives.

For an automobile that works hard, that is exactly 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](#) 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](#)

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.

