

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 early axle wear. That is generally where drivelines and custom U bolts get in the photo. They do not get the attention a lift

package, turbo upgrade, or new set of tires gets, but they bring a great deal of the load, literally and mechanically. If you have actually spent at any time under a truck, you currently understand that the parts that seem basic are frequently the ones that decide whether the car feels tight or tired.

Drivelines and custom U bolts matter since they sit at the crossway of power transfer, suspension geometry, and security. A driveline that is out of balance by a percentage can turn a comfy highway truck into a shaking mess at 55 miles per hour. U bolts that are the wrong size, recycled too many times, or torqued unevenly can let axle positioning drift, which leads to severe handling, leaf spring movement, 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 expenses that never appear to end.



What a driveline in fact 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 delivers it to the wheels while allowing the suspension and axle to move through their series of travel. In practice, that means the driveline has to manage torque, angle changes, speed variation, and consistent road abuse.

On a rear-wheel-drive pickup, the driveline typically includes the driveshaft, universal joints, slip yoke or slip spline, and related installing hardware. In heavier applications, it may also include a center support bearing or several shaft sections. On a four-wheel-drive truck, the setup becomes more complicated because the transfer case, front shaft, rear shaft, and front axle geometry all matter. As soon as a truck is lifted, decreased, packed differently, or transformed for work use, the driveline typically needs to be reevaluated.

A lot [custom U bolts](#) of truck owners presume a driveline either works or stops working. That is not how it usually goes. Most driveline problems establish gradually. You get a faint vibration under acceleration, then a shudder at a specific speed, then a clunk when moving from drive to reverse. By the time the concern ends up being apparent, the wear has actually typically infected U joints, provider bearings, pinion bearings, and even transmission tailshaft components.

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

Custom U bolts are one of those truck parts that look plain up until you realize just how much responsibility they carry. 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, but the securing force is doing genuine work every mile. It keeps the axle seated, resists twist under braking and velocity, and helps preserve alignment.

The term custom U bolts can mean various things depending on the application. In some cases it indicates a non-standard size for a raised truck, a vintage chassis, or a heavy-duty industrial setup. Other times it indicates a bolt made with a particular diameter, leg length, bend radius, thread pitch, or covering to match a special suspension bundle. Off-the-shelf hardware is not constantly the right answer, especially when the spring pack thickness, axle tube diameter, or added lift makes basic lengths too short.

I have seen more than one truck come in with suspension sound that ended up being a U bolt problem rather than a spring concern. The owner had replaced 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 changed with properly matched custom U bolts and torqued correctly, the noise disappeared. That is a good pointer that the simplest truck parts can trigger the most confusion.

The connection between driveline angles and U bolt setup

The driveline does not run in isolation. 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 squarely by the spring pack, the driveline might perform at an angle that develops vibration or premature joint wear.

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

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

Signs that the driveline is requesting for attention

A failing driveline hardly ever makes a single dramatic declaration. It typically leaves clues. Vibration at a narrow speed range is among the most typical. If the vibration modifications under load, during coast, or when shifting between equipments, that helps limit the source. A worn U joint might click or knock when the shaft rotates under torque. A slip yoke concern may appear as a shudder on takeoff or a squeak that follows suspension movement.

Another hint is irregular wear on neighboring elements. If the carrier bearing install 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 elements require a closer look. The truck may still be drivable, but it is telling you something is out of balance.

I have likewise seen chauffeurs error tire balance for driveline vibration and invest money in the wrong location. Tires absolutely cause shake, but tire vibration often follows roadway speed more regularly. Driveline vibration is more likely to alter with throttle input, load, or equipment selection. That difference matters since switching tires will not repair a worn U joint, and replacing a shaft will not cure an apart belt in a tire.

When custom U bolts are the much better choice

There are a lot of scenarios where basic hardware works just great. There are likewise times when utilizing generic hardware is a faster way to difficulty. Custom U bolts end up being the better option when the truck has been modified enough that stock dimensions no longer fit easily or safely.

A raised truck is the obvious example. If the spring pack is thicker, the axle tube is larger, or the application requires extended legs and exact thread length, custom U bolts help accomplish a correct clamp without requiring a compromise. Durable work trucks, energy beds, service bodies, and some trailer setups can likewise benefit from custom fabrication since 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. Correctly made custom U bolts are not just bent rods. They should match the desired load, withstand deterioration reasonably well, and thread easily. In salted climates, covering is not cosmetic. It impacts life span. A rusty U bolt is not just ugly, it is harder to torque accurately and more 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 depending on feel instead of specification. Clamping hardware must be torqued evenly and, for the most part, reconsidered after preliminary usage. Springs settle. Paint compresses. New hardware beds in. That very first duration after installation is when a great deal of individuals lose clamp force without recognizing it.

Over-torquing can be just as bad as under-torquing. Cranking down too hard can extend the U bolts, distort the spring pack, or damage threads. Under-torquing permits motion in between the axle and spring, which can lead to axle shift, sound, and sped up wear. The specific spec depends on the vehicle and hardware, but the genuine lesson is consistent. Precision matters. This is not a location for guesswork.

The same principle applies to driveline fasteners. U joints, flange bolts, provider bearing mounts, and slip yoke keeping hardware all require proper attachment. A vibration repair that ignores torque series is often a short-term repair at best.

How custom U bolts impact drivability and safety

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

On a loaded truck, the stakes increase quickly. When the bed is full or the trailer weight is pressing the limits of the suspension, any looseness in the axle-to-spring interface can become overstated. You may discover wandering, a rear-end guide sensation, or a severe thunk when the suspension compresses over irregular pavement. Those signs are not regular wear. They suggest the clamp load or hardware geometry is off.

Safety likewise includes serviceability. Great custom U bolts make upkeep much easier because they fit correctly and can be changed without requiring the installer to stretch, cut, or improvise. That decreases the opportunity of harmed threads, bent hardware, or a rushed roadside repair that never ever quite holds.

Driveline service is part inspection, part judgment

A proper driveline inspection is not almost spinning the shaft by hand and hoping for the very best. It consists of looking for play in the U joints, looking for rust dust around bearing caps, checking slip surface areas for galling, and sensation for roughness when the shaft is turned. On trucks with numerous areas, the center support bearing ought to be taken a look at for cracking, drooping, or rubber separation.



Sometimes the problem is apparent. A U joint with noticeable rust bleed at the cap is already 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 look. That is where experience matters. A technician who has actually chased driveline vibrations before knows to look beyond the most apparent parts.



If a truck has had current suspension work, driveline evaluation ends up being even more essential. Altering trip height changes angles. Replacing leaf springs or adding helper springs can alter the way load transfers through the axle. An excellent mechanic will examine the driveline after suspension modifications instead of presuming everything will settle itself out.

Choosing the right truck parts for the job

Not every repair calls for the most expensive choice, however low-cost truck parts can cost more in the end if they are inadequately made or improperly matched. For driveline elements, consistency in dimensions 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 immediately is more than a nuisance. It becomes a dependability issue.

The same opts for custom U bolts. Fitment ought to be precise enough that the installer is not forcing the part into location. The bend should match the axle housing and spring pack without developing odd tension points. Thread length ought to allow full nut engagement without excess protrusion that hinders suspension travel or future service. A great supplier will ask questions about axle size, spring width, stack height, and meant use. That is generally 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, hauling, pulling, or off-road work, those demands should influence the choice. 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 often think upkeep has to do with responding to issues. The better technique is to check before symptoms end up being failures. That is specifically true for drivelines and custom U bolts because both can use quietly while the truck still feels mostly normal.

A visual examination throughout oil changes or tire rotations can capture a lot. Look for rust tracks, glossy movement marks, broken rubber, missing balance weights, and loose hardware. Take note of 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 is worthy of a 2nd 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, record the mileage and any changes in vibration later. That makes future repairing faster and prevents repeating the same uncertainty every couple of 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 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 real axle, spring, and shaft measurements, not just the car 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, worn joints, bent shafts, or loose suspension hardware. Custom U bolts may resolve one piece of the puzzle, however if the underlying geometry is incorrect, the issue returns. Similarly, a perfect driveline balance will not save a truck whose axle is moving since the clamping hardware is inadequate.

That is why skilled techs tend to ask questions that appear extremely particular. 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 quicker than a lots parts replacements.

A lot of truck owners can managing their own maintenance, and that is a good idea. The secret is knowing where precision matters. Drivelines, custom U bolts, and related truck parts are not attractive, but they are foundational. They impact how the truck feels on the road, how it carries weight, and how long the remainder of the drivetrain survives.

For a car 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
Anderson Brothers Truck & Equipment has an address of 2640 State Hwy 99 N #1, Eugene, OR 97402
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:(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](#)

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