

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 outdoors and still be one worn joint away from vibration, clunking, or premature axle wear. That is generally 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, literally and mechanically. If you have actually invested at any time under a truck, you already understand that the parts that appear basic are typically the ones that choose whether the automobile 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 small amount can turn a comfy 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 alignment drift, which leads to severe handling, leaf spring motion, and unneeded wear in neighboring truck parts. These are not abstract issues. They show up as vibrations through the seat, driveline noise at speed, and repair bills that never 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 enabling the suspension and axle to move through their series of travel. In practice, that suggests the driveline needs to manage torque, angle modifications, speed variation, and constant 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 include a center support bearing or numerous shaft sections. On a four-wheel-drive truck, the setup ends up being 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, reduced, packed in a different way, or converted for work usage, the driveline frequently needs to be reevaluated.



A great deal of truck owners assume a driveline either works or stops working. That is not how it usually goes. Most driveline problems establish slowly. You get a faint vibration under velocity, then a shudder at a certain speed, then a clunk when moving from drive to reverse. By the time the issue becomes apparent, the wear has actually frequently infected U joints, carrier bearings, pinion bearings, or even transmission tailshaft components.

Why custom U bolts should have more respect than they get

Custom U bolts are one of those truck parts that look plain till you recognize how much obligation they bring. On leaf-spring suspension systems, they secure the axle assembly to the spring pack and hold the whole plan together under load. That sounds simple, but the securing force is doing real work every mile. It keeps the axle seated, resists twist under braking and acceleration, and helps preserve alignment.

The term custom U bolts can suggest various things depending on the application. Often it indicates a non-standard size for a raised truck, a classic chassis, or a sturdy commercial setup. Other times it implies a bolt made with a specific diameter, leg length, bend radius, thread pitch, or finish to match an unique suspension plan. Off-the-shelf hardware is not constantly the right answer, particularly when the spring pack density, axle tube diameter, or included lift makes standard lengths too short.

I have actually seen more than one truck come in with suspension sound that ended up being a U bolt concern rather than a spring issue. The owner had changed 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. Once the hardware was changed with correctly matched custom U bolts and torqued correctly, the sound disappeared. That is a good pointer that the easiest truck parts can cause the most confusion.

The connection between driveline angles and U bolt setup

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

This is one factor individuals who lift trucks without remedying geometry typically end up chasing after issues. A two-inch lift can be enough to change the operating angle of the driveshaft. A four-inch lift can make the issue obvious. If custom U bolts are required to protect taller spring packs or altered suspension parts, the remainder of the setup has to be checked too. Hardware alone does not fix a geometry problem.

Pinion angle is frequently ignored in casual upgrades. The driveshaft wishes to run through a range 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 particularly common after suspension work, axle swaps, or load changes that change ride height.

Signs that the driveline is asking for attention

A stopping working driveline hardly ever makes a single dramatic statement. It usually leaves clues. Vibration at a narrow speed variety is among the most typical. If the vibration changes under load, during coast, or when moving between gears, that helps narrow down the source. A worn U joint may click or knock when the shaft turns under torque. A slip yoke concern may appear as a shudder on takeoff or a squeak that follows suspension movement.

Another clue is irregular wear on neighboring components. If the carrier bearing mount is stressed out, if the rear seal keeps leaking, or if the truck establishes a recurring axle hop under velocity, the driveline and its supporting elements need a closer appearance. The truck may still be drivable, but it is telling you something runs out balance.

I have actually also seen motorists error tire balance for driveline vibration and spend cash in the wrong location. Tires definitely trigger shake, but tire vibration often follows roadway speed more regularly. Driveline vibration is more likely to change with throttle input, load, or gear selection. That distinction matters due to the fact that switching tires will not fix a worn U joint, and replacing a shaft will not treat a separated belt in a tire.

When custom U bolts are the much better choice

There are plenty of circumstances where standard hardware works simply fine. There are also times when utilizing generic hardware is a faster way to trouble. Custom U bolts become the much better option when the truck has been customized enough that stock dimensions no longer fit cleanly or safely.

A lifted truck is the apparent example. If the spring pack is thicker, the axle tube is larger, or the application requires extended legs and precise thread length, custom U bolts assist accomplish a correct clamp without requiring a compromise. Durable work trucks, utility beds, service bodies, and some trailer setups can likewise gain from custom fabrication since the load profile is not standard anymore. A truck that spends its life pulling equipment or carrying constant bed weight sees different tension than a weekend commuter.

Material and surface matter too. Effectively made custom U bolts are not just bent rods. They ought to match the intended load, resist deterioration reasonably well, and thread easily. In salted environments, finish is not cosmetic. It affects life span. A rusty U bolt is not just awful, it is harder to torque properly and most likely to seize when it ultimately requires replacement.

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

One of the most typical errors with U bolts is relying on feel instead of spec. Clamping hardware must be torqued evenly and, in most cases, rechecked after preliminary usage. Springs settle. Paint compresses. New hardware beds in. That very first duration after setup is when a lot of individuals lose clamp force without understanding it.

Over-torquing can be just as bad as under-torquing. Cranking down too hard can extend the U bolts, misshape the spring pack, or damage threads. Under-torquing permits motion in between the axle and spring, which can result in axle shift, sound, and accelerated wear. The precise spec depends on the vehicle and hardware, however the genuine lesson corresponds. Precision matters. This is not a place for guesswork.

The exact same concept applies to driveline fasteners. U joints, flange bolts, carrier bearing mounts, and slip yoke keeping hardware all require correct fastening. A vibration repair that ignores torque sequence is often a short-lived repair at best.

How custom U bolts affect drivability and safety

People tend to think of U bolts as static hardware, however they affect how the truck behaves every time you brake, speed up, or strike a pit. If the axle is not clamped firmly and squarely to the spring pack, the rear end can move somewhat under load. That may sound minor, but enough little movement alters the truck's tracking and can affect braking stability.

On a cramped truck, the stakes increase quickly. When the bed is complete or the trailer weight is pushing the limitations of the suspension, any looseness in the axle-to-spring user interface can become exaggerated. You might discover wandering, a rear-end steer feeling, or a harsh thunk when the suspension compresses over uneven pavement. Those signs are not normal wear. They suggest the clamp load or hardware geometry is off.

Safety also consists of serviceability. Excellent custom U bolts make upkeep easier due to the fact that they fit properly and can be changed without requiring the installer to stretch, cut, or improvise. That lowers the possibility of damaged threads, bent hardware, or a hurried roadside repair that never ever rather holds.

Driveline service is part assessment, part judgment

An appropriate driveline examination is not just about spinning the shaft by hand and hoping for the very best. It includes checking for play in the U joints, searching for rust dust around bearing caps, inspecting slip surface areas for galling, and [drivelines](#) 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 issue is obvious. A U joint with noticeable rust bleed at the cap is currently on borrowed time. Other times the fault is more subtle. A shaft can be somewhat 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 chased after driveline vibrations before knows to look beyond the most apparent parts.

If a truck has actually had recent suspension work, driveline assessment becomes a lot more essential. Altering ride height modifications angles. Changing leaf springs or adding assistant springs can change the method load transfers through the axle. An excellent mechanic will examine the driveline after suspension changes rather 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 badly made or incorrectly matched. For driveline components, consistency in measurements and quality of machining matters. A universal joint that does not fit easily, a shaft that is not well balanced properly, or hardware that corrodes right away is more than a problem. It becomes a dependability issue.

The exact same chooses custom U bolts. Fitment should be specific enough that the installer is not forcing the part into place. The bend ought to match the axle real estate and spring pack without creating odd stress points. Thread length need to enable full nut engagement without excess protrusion that hinders suspension travel or future service. A great provider will ask concerns about axle diameter, spring width, stack height, and planned use. That is normally an indication you are dealing with 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, transporting, hauling, or off-road work, those demands need 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 same badge.

A practical maintenance mindset

Truck owners frequently believe maintenance is about responding to issues. The better approach is to check before symptoms end up being failures. That is especially real for drivelines and custom U bolts since both can use quietly while the truck still feels mostly normal.

A visual inspection throughout oil modifications or tire rotations can catch a lot. Try to find rust trails, shiny motion marks, broken rubber, missing out on balance weights, and loose hardware. Pay attention to any change 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 also helps to keep records. If a U bolt set was installed after a lift, keep in mind the torque check period. If a driveline was balanced or shortened, tape-record the mileage and any changes in vibration afterward. That makes future troubleshooting faster and prevents repeating the same guesswork every few months.



A short shop-floor checklist 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 real axle, spring, and shaft dimensions, 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 resolve one piece of the puzzle, but if the underlying geometry is wrong, the problem returns. Similarly, a perfect driveline balance will not conserve a truck whose axle is moving because the securing 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 replaced? Did the vibration start after hauling, after a curb strike, or after a U bolt modification? Those information typically inform the story much faster than a dozen parts replacements.

A lot of truck owners are capable of handling their own upkeep, and that is a good idea. The secret is understanding where precision matters. Drivelines, custom U bolts, and related truck parts are not attractive, but they are fundamental. They affect how the truck feels on the roadway, how it carries weight, and for how long the rest of the drivetrain survives.

For an automobile that strives, 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/ta67Qi9fc5DCZZp7>

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](#)

After visiting [Skinner Butte Park](#), truck owners and fleet managers nearby often rely on trusted Drivelines service, Custom U Bolts fabrication, and dependable Truck Parts to keep their vehicles running smoothly.