

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 used joint away from vibration, clunking, or early axle wear. That is usually where drivelines and custom U bolts get in the photo. 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, actually and mechanically. If you have spent whenever under a truck, you currently understand that the parts that appear simple are often the ones that choose whether the lorry feels tight or tired.

Drivelines and custom U bolts matter due to the fact that they sit at the intersection of power transfer, suspension geometry, and security. A driveline that runs out balance by a small amount can turn a comfortable highway truck into a shaking mess at 55 miles per hour. U bolts that are the wrong size, recycled a lot of times, or torqued unevenly can let axle positioning drift, which results in extreme handling, leaf spring movement, and unnecessary wear in close-by truck parts. These are not abstract concerns. They show up as vibrations through the seat, driveline noise at speed, and repair costs that never ever seem to end.

What a driveline really 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 permitting the suspension and axle to move through their range of travel. In practice, that indicates the driveline needs to handle 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 installing hardware. In much heavier applications, it might also consist of a center support bearing or multiple shaft areas. On a four-wheel-drive truck, the setup becomes more intricate since the transfer case, front shaft, rear shaft, and front axle geometry all matter. As soon as a truck is raised, lowered, packed in a different way, or converted for work use, the driveline typically needs to be reevaluated.

A great deal of truck owners presume a driveline either works or fails. That is not how it normally goes. A lot of driveline problems establish slowly. You get a faint vibration under acceleration, then a shudder at a particular speed, then a clunk when moving from drive to reverse. By the time the problem ends up being obvious, the wear has often infected U joints, carrier bearings, pinion bearings, and even transmission tailshaft components.

Why custom U bolts deserve more regard than they get

Custom U bolts are among those truck parts that look plain till you realize how much duty they carry. On leaf-spring suspension systems, they clamp the axle assembly to the spring pack and hold the entire plan together under load. That sounds basic, but the securing force is doing real work every mile. It keeps the axle seated, resists twist under braking and acceleration, and helps maintain alignment.

The term custom U bolts can imply various things depending on the application. Sometimes it suggests a non-standard size for a raised truck, a vintage chassis, or a sturdy industrial setup. Other times it indicates a bolt made with a particular diameter, leg length, bend radius, thread pitch, or coating to match an unique suspension bundle. Off-the-shelf hardware is not always the ideal answer, specifically when the spring pack density, axle tube diameter, or added lift makes standard lengths too short.

I have seen more than one truck been available in with suspension noise that turned out to be a U bolt problem instead of a spring problem. The owner had actually replaced the shocks, inspected the bushings, and still heard a metallic knock. In a number of cases, the U bolts had actually lost clamp force or were the wrong length after a suspension modification. 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 cause 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 incorrect, the driveline has to compensate. If the axle is not held directly by the spring pack, the driveline might perform at an angle that develops vibration or premature joint wear.

This is one factor people who lift trucks without correcting geometry often wind up chasing issues. A two-inch lift can be enough to alter the operating angle of the driveshaft. A four-inch lift can make the issue apparent. If custom U bolts are required to secure taller spring packs or transformed suspension parts, the remainder of the setup has to be inspected too. Hardware alone does not solve a geometry problem.

Pinion angle is often neglected in casual upgrades. The driveshaft wants to run through a variety where the universal joints can operate smoothly without binding or producing 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 especially typical after suspension work, axle swaps, or load modifications that modify ride height.

Signs that the driveline is requesting for attention

A stopping working driveline seldom makes a single dramatic declaration. It usually leaves hints. Vibration at a narrow speed range is among the most common. If the vibration modifications under load, throughout coast, or when moving between gears, that helps narrow down the source. A worn U joint may click or knock when the shaft rotates under torque. A slip yoke issue might show up as a shudder on takeoff or a squeak that follows suspension movement.

Another hint is uneven wear on close-by parts. If the carrier bearing install is stressed, if the rear seal keeps leaking, or if the truck develops a repeating 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 runs out balance.

I have actually also seen chauffeurs error tire balance for driveline vibration and spend cash in the incorrect place. Tires definitely cause shake, however tire vibration often follows roadway speed more regularly. Driveline vibration is more likely to change with throttle input, load, or gear choice. That distinction matters due to the fact that switching tires will not fix a used U joint, and changing a shaft will not cure a separated belt in a tire.

When custom U bolts are the much better choice

There are a lot of scenarios where standard hardware works just fine. There are also times when using generic hardware is a shortcut to trouble. Custom U bolts become the better option when the truck has been customized enough that stock dimensions no longer fit easily or safely.

A lifted truck is the apparent example. If the spring pack is thicker, the axle tube is larger, or the application needs extended legs and precise thread length, custom U bolts help achieve an appropriate clamp without forcing a compromise. Sturdy work trucks, energy beds, service bodies, and some trailer setups can also benefit from custom fabrication since the load profile is not standard anymore. A truck that invests its life hauling equipment or bring constant bed weight sees different stress than a weekend commuter.

Material and finish matter too. Properly made custom U bolts are not just bent rods. They need to match the intended load, withstand corrosion fairly well, and thread cleanly. In salted climates, finishing is not cosmetic. It impacts life span. A rusty U bolt is not just awful, it is more difficult to torque properly and most likely to take when it eventually requires replacement.

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

One of the most common errors with U bolts is relying on feel instead of specification. Securing hardware needs to be torqued evenly and, most of the times, rechecked after initial use. Springs settle. Paint compresses. New hardware beds in. That first period after setup 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 enables motion in between the axle and spring, which can result in axle shift, sound, and sped up wear. The exact spec depends upon the automobile and hardware, however the real lesson is consistent. Precision matters. This is not a location for guesswork.

The exact same concept applies to driveline fasteners. U joints, flange bolts, provider bearing mounts, and slip yoke retaining hardware all need correct fastening. A vibration repair that disregards torque series is typically a temporary repair at best.

How custom U bolts impact drivability and safety

People tend to think of U bolts as static hardware, however they affect how the truck behaves whenever you brake, accelerate, or strike a pothole. If the axle is not clamped strongly and directly to the spring pack, the rear end can move slightly under load. That might sound small, however enough little movement changes the truck's tracking and can affect braking stability.



On a packed truck, the stakes rise rapidly. When the bed is full or the trailer weight is pushing the limits of the suspension, any looseness in the axle-to-spring interface can become overstated. You might see wandering, a

rear-end steer feeling, or a severe thunk when the suspension compresses over irregular pavement. Those signs are not typical wear. They suggest the clamp load or hardware geometry is off.

Safety likewise consists of serviceability. Excellent custom U bolts make maintenance much easier because they fit properly and can be replaced without requiring the installer to [Anderson Brothers Truck & Equipment drivelines](#) stretch, cut, or improvise. That decreases the possibility of harmed threads, bent hardware, or a hurried roadside repair that never ever rather holds.

Driveline service is part inspection, part judgment

A proper driveline evaluation is not almost spinning the shaft by hand and wishing for the best. It includes checking for play in the U joints, looking for rust dust around bearing caps, inspecting slip surface areas for galling, and sensation for roughness when the shaft is turned. On trucks with numerous areas, the center assistance bearing need to be taken a look at for breaking, drooping, or rubber separation.

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

If a truck has actually had recent suspension work, driveline evaluation becomes a lot more important. Changing ride height changes angles. Replacing leaf springs or adding helper springs can alter the method load transfers through the axle. A great mechanic will inspect the driveline after suspension changes instead of assuming whatever will settle itself out.

Choosing the best truck parts for the job

Not every repair requires the most costly alternative, but cheap truck parts can cost more in the end if they are poorly made or improperly 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 ends up being a dependability issue.

The exact same chooses custom U bolts. Fitment must be precise enough that the installer is not requiring the part into place. The bend should match the axle real estate and spring pack without developing odd tension points. Thread length ought to permit complete nut engagement without excess protrusion that interferes with suspension travel or future service. A good supplier will ask concerns about axle size, spring width, stack height, and intended use. That is typically a sign you are 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, towing, or off-road work, those demands ought to affect the choice. A light-duty street setup and a heavy work truck do not live the very same life, even if they share the same badge.

A practical maintenance mindset

Truck owners frequently think maintenance is about reacting to issues. The much better technique is to inspect 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 mostly normal.

A visual evaluation during oil modifications or tire rotations can catch a lot. Search for rust routes, glossy motion marks, cracked rubber, missing balance weights, and loose hardware. Focus on any change in how the truck feels under throttle or when pulling a grade. Even a subtle vibration that appears only after a suspension repair should have a second look.

It likewise 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 well balanced or reduced, record the mileage and any changes in vibration afterward. That makes future fixing faster and avoids repeating the exact same uncertainty every couple of months.

A brief 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 actual axle, spring, and shaft dimensions, not just the vehicle year.

Why experience beats assumptions

The hardest part of driveline and suspension work is that the symptoms overlap. A vibration can originate from tires, wheels, brakes, driveline angles, used joints, bent shafts, or loose suspension hardware. Custom U bolts may solve one piece of the puzzle, but if the underlying geometry is wrong, the issue returns. Likewise, a best driveline balance will not save a truck whose axle is shifting because the clamping hardware is inadequate.

That is why experienced techs tend to ask concerns that seem overly specific. Has the truck been lifted? Has the axle been swapped? Were the springs changed? Did the vibration start after pulling, after a curb strike, or after a U bolt change? Those details typically inform the story quicker than a lots parts replacements.

A great deal of truck owners can handling their own maintenance, which is an advantage. The secret is understanding where precision matters. Drivelines, custom U bolts, and associated truck parts are not attractive, however they are foundational. They impact how the truck feels on the roadway, how it carries weight, and 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

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 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 shopping at [Valley River Center](#), commercial truck operators often stop nearby for professional Drivelines service, Custom U Bolts, and essential Truck Parts.