

**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 typically 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, however they carry a lot of the load, literally and mechanically. If you have actually invested at any time under a truck, you currently understand that the parts that seem easy 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 runs out balance by a small amount can turn a comfortable 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 leads to harsh handling, leaf spring movement, and unnecessary wear in neighboring truck parts. These are not abstract concerns. They show up as vibrations through the seat, driveline sound at speed, and repair bills that never ever appear to end.

## What a driveline actually does

The driveline is the mechanical bridge in between the transmission and the axle. Its job 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 range of travel. In practice, that implies the driveline has to deal with torque, angle changes, speed variation, and continuous road 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 sections. On a four-wheel-drive truck, the setup becomes more complicated due to the fact that the transfer case, front shaft, rear shaft, and front axle geometry all matter. Once a truck is lifted, decreased, packed differently, or transformed for work usage, the driveline often needs to be reevaluated.

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

## Why custom U bolts should have more regard than they get

Custom U bolts are one of those truck parts that look plain till you realize how much obligation they bring. On leaf-spring suspension systems, they clamp the axle assembly to the spring pack and hold the entire plan together under load. That sounds easy, 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 suggest various things depending on the application. Often it implies a non-standard size for a raised truck, a classic chassis, or a durable industrial setup. Other times it means a bolt made with a particular diameter, leg length, bend radius, thread pitch, or covering to match an unique suspension bundle. Off-the-shelf hardware is not constantly the right response, especially when the spring pack thickness, axle tube size, or included lift makes standard lengths too short.

I have actually seen more than one truck come in with suspension noise that ended up being a U bolt problem rather than a spring problem. The owner had actually changed the shocks, checked the bushings, and still heard a metal knock. In a number of cases, the U bolts had actually lost clamp force or were the wrong length after a suspension modification. As soon as the hardware was replaced with properly matched custom U bolts and

torqued correctly, the sound disappeared. That is an excellent reminder 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 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 may perform at an angle that creates vibration or early joint wear.

This is one factor individuals who raise trucks without correcting geometry often end up going after issues. A two-inch lift can be enough to change the operating angle of the driveshaft. A four-inch lift can make the concern obvious. If custom U bolts are needed to protect taller spring packs or altered suspension elements, the remainder of the setup has to be inspected too. Hardware alone does not resolve a geometry problem.

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

## **Signs that the driveline is asking for attention**

A failing driveline hardly ever makes a single remarkable declaration. It normally leaves hints. Vibration at a narrow speed range is among the most typical. If the vibration changes under load, throughout coast, or when shifting in between equipments, that assists limit the source. A used U joint may click or knock when the shaft turns under torque. A slip yoke issue may show up as a shudder on launch or a squeak that follows suspension movement.

Another hint is unequal wear on close-by parts. If the provider bearing mount is stressed out, if the rear seal keeps dripping, or if the truck establishes a repeating axle hop under velocity, the driveline and its supporting components require a closer appearance. The truck may still be drivable, however it is telling you something is out of balance.

I have actually also seen chauffeurs mistake tire balance for driveline vibration and invest money in the wrong place. Tires definitely trigger shake, however tire vibration frequently follows roadway speed more regularly. Driveline vibration is most likely to change with throttle input, load, or equipment selection. That distinction matters because swapping tires will not repair a worn 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 plenty of scenarios where standard hardware works just fine. There are likewise times when using generic hardware is a faster way to problem. Custom U bolts end up being the much better option when the truck has been customized 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 bigger, or the application needs extended legs and accurate thread length, custom U bolts assist achieve a correct clamp without forcing a compromise. Durable work trucks, energy beds, service bodies, and some trailer setups can likewise gain from custom fabrication since the load profile is not basic any longer. A truck that spends its life pulling equipment or carrying continuous bed weight sees different stress than a weekend commuter.

Material and finish matter too. Correctly made [custom U bolts](#) custom U bolts are not simply bent rods. They should match the desired load, resist corrosion fairly well, and thread cleanly. In salted climates, finishing is not cosmetic. It impacts life span. A rusty U bolt is not simply ugly, it is harder to torque accurately and most likely to take when it eventually needs replacement.

## **The function of torque, and why "tight sufficient" is not enough**

One of the most typical mistakes with U bolts is counting on feel instead of spec. Clamping hardware must be torqued equally and, in most cases, rechecked after preliminary usage. Springs settle. Paint compresses. New hardware beds in. That very first period after setup is when a great deal of individuals lose clamp force without recognizing it.

Over-torquing can be simply as bad as under-torquing. Cranking down too hard can extend the U bolts, misshape the spring pack, or damage threads. Under-torquing allows movement between the axle and spring, which can lead to axle shift, noise, and accelerated wear. The precise spec depends upon the lorry and hardware, however the genuine lesson is consistent. Precision matters. This is not a location for guesswork.

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

## **How custom U bolts impact drivability and safety**

People tend to think about U bolts as fixed hardware, but they influence how the truck acts every time you brake, accelerate, or hit a hole. If the axle is not secured firmly and directly to the spring pack, the rear end can shift a little under load. That might sound small, but enough small movement alters the truck's tracking and can affect braking stability.

On a crammed truck, the stakes increase quickly. When the bed is full or the trailer weight is pushing the limitations of the suspension, any looseness in the axle-to-spring user interface can end up being exaggerated. You may notice wandering, a rear-end steer experience, or a severe thunk when the suspension compresses over irregular pavement. Those symptoms are not regular wear. They suggest the clamp load or hardware geometry is off.

Safety also consists of serviceability. Good custom U bolts make maintenance easier because they fit properly and can be changed without requiring the installer to stretch, cut, or improvise. That decreases the possibility of harmed threads, bent hardware, or a rushed roadside repair that never ever quite holds.

## **Driveline service is part assessment, part judgment**

A proper driveline assessment is not practically spinning the shaft by hand and wishing for the very best. It includes looking for play in the U joints, searching for rust dust around bearing caps, checking slip surface areas for galling, and feeling for roughness when the shaft is rotated. On trucks with several sections, the center assistance bearing need to be examined for cracking, drooping, or rubber separation.

Sometimes the concern 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 slightly 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 chased after driveline vibrations before knows to look beyond the most apparent parts.

If a truck has had recent suspension work, driveline inspection becomes even more important. Altering ride height changes angles. Changing leaf springs or including assistant springs can alter the method load transfers through the axle. A good mechanic will inspect the driveline after suspension modifications rather of assuming whatever will settle itself out.

## Choosing the right truck parts for the job

Not every repair requires the most pricey option, however cheap truck parts can cost more in the end if they are poorly made or incorrectly matched. For driveline components, consistency in dimensions and quality of machining matters. A universal joint that does not fit easily, a shaft that is not well balanced correctly, or hardware that corrodes instantly is more than a nuisance. It becomes a dependability issue.

The exact same opts for custom U bolts. Fitment must be precise enough that the installer is not requiring the part into place. The bend should match the axle housing and spring pack without producing odd tension points. Thread length must enable complete nut engagement without excess protrusion that hinders suspension travel or future service. A great supplier will ask concerns about axle diameter, spring width, stack height, and meant use. That is generally an indication 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, transporting, towing, or off-road work, those demands must influence the choice. A light-duty street setup and a heavy work truck do not live the very same life, even if they share the very same badge.

## A practical maintenance mindset

Truck owners frequently believe maintenance has to do with responding to issues. The much better method is to check before symptoms end up being failures. That is particularly true for drivelines and custom U bolts due to the fact that both can wear quietly while the truck still feels mainly normal.



A visual examination during oil changes or tire rotations can catch a lot. Search for rust trails, glossy movement marks, split rubber, missing out on 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 set up after a lift, keep in mind the torque check interval. If a driveline was balanced or reduced, tape the mileage and any modifications in vibration afterward. That makes future repairing faster and avoids duplicating the very same uncertainty every couple of months.

## A short shop-floor checklist worth keeping in mind

- Check for vibration that changes 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 car 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, however if the underlying geometry is wrong, the problem returns. Also, a perfect driveline balance will not conserve a truck whose axle is moving because the clamping hardware is inadequate.

That is why experienced techs tend to ask concerns that appear overly specific. Has the truck been raised? Has the axle been swapped? Were the springs replaced? Did the vibration start after pulling, after a curb strike, or after a U bolt change? Those information frequently inform the story much faster than a lots parts replacements.



A lot of truck owners can managing their own maintenance, and that is an advantage. The key is understanding where precision matters. Drivelines, custom U bolts, and related truck parts are not glamorous, but they are foundational. They impact how the truck feels on the road, how it carries weight, and for how long the rest of the drivetrain survives.

For a lorry 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?**

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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?**

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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?**

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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?**

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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?**

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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?**

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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?**

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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?**

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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?**

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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?**

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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?

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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?

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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](#)

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