

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 outdoors and still be one worn joint away from vibration, clunking, or premature axle wear. That is generally where drivelines and custom U bolts go into the photo. They do not get the attention

a lift package, turbo upgrade, or new set of tires gets, but they carry a lot of the load, actually and mechanically. If you have invested at any time under a truck, you currently know that the parts that appear easy are frequently 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 crossway of power transfer, suspension geometry, and safety. A driveline that is out of balance by a percentage can turn a comfy highway truck into a shaking mess at 55 mph. U bolts that are the wrong size, recycled a lot of times, or torqued unevenly can let axle positioning drift, which results in severe handling, leaf spring motion, and unneeded wear in close-by truck parts. These are not abstract concerns. They show up as vibrations through the seat, driveline sound at speed, and repair costs that never seem to end.

What a driveline in fact does

The driveline is the mechanical bridge in between the transmission and the axle. Its job is uncomplicated on paper. It takes rotational energy from the engine and provides it to the wheels while allowing the suspension and axle to move through their variety of travel. In practice, that indicates the driveline has to deal with torque, angle changes, speed variation, and consistent road 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 might also include a center assistance bearing or several shaft sections. On a four-wheel-drive truck, the setup becomes more complicated since the transfer case, front shaft, rear shaft, and front axle geometry all matter. When a truck is lifted, decreased, packed in a different way, or converted for work use, the driveline frequently requires to be reevaluated.

A great deal of truck owners presume a driveline either works or fails. That is not how it typically goes. Many 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 becomes obvious, the wear has often spread to U joints, provider bearings, pinion bearings, and even transmission tailshaft components.

Why custom U bolts should have more regard than they get

Custom U bolts are among those truck parts that look plain until you understand just 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 simple, but the clamping force is doing real work every mile. It keeps the axle seated, withstands twist under braking and velocity, and helps maintain alignment.

The term custom U bolts can suggest different things depending on the application. In some cases it means a non-standard size for a raised truck, a vintage chassis, or a durable industrial setup. Other times it implies a bolt made with a specific diameter, leg length, bend radius, thread pitch, or covering to match an unique suspension bundle. Off-the-shelf hardware is not constantly the best response, specifically when the spring pack thickness, axle tube diameter, or included lift makes basic lengths too short.

I have seen more than one truck been available in with suspension noise that turned out to be a U bolt issue rather than a spring issue. The owner had actually replaced the shocks, inspected the bushings, and still heard a metallic knock. In numerous cases, the U bolts had actually lost clamp force or were the wrong length after a suspension change. Once the hardware was replaced with effectively matched custom U bolts and torqued properly, the sound disappeared. That is a good tip that the easiest truck parts can trigger the most confusion.

The connection in 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 incorrect, the driveline has to compensate. If the axle is not held squarely by the spring pack, the driveline might run at an angle that creates vibration or premature joint wear.



This is one factor people who raise trucks without fixing geometry typically end 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 obvious. If custom U bolts are required to protect taller spring packs or modified suspension components, the remainder of the setup has to be examined too. Hardware alone does not resolve a geometry problem.

Pinion angle is typically overlooked in casual upgrades. The driveshaft wishes to run through a range where the universal joints can run efficiently without binding or producing cyclic vibration. If the pinion points too far up or down relative to the transmission output, the truck may feel fine around town and rough on the highway. That is specifically common after suspension work, axle swaps, or load changes that change trip height.

Signs that the driveline is requesting for attention

A failing driveline rarely makes a single dramatic declaration. It normally leaves ideas. Vibration at a narrow speed range is one of the most typical. If the vibration changes under load, during coast, or when moving between gears, that assists limit the source. A used U joint may click or knock when the shaft turns under torque. A slip yoke issue may appear as a shudder on departure or a squeak that follows suspension movement.

Another idea is uneven wear on close-by components. If the carrier bearing install is stressed, if the rear seal keeps dripping, or if the truck develops a repeating axle hop under acceleration, the driveline and its supporting components require a closer look. The truck might still be drivable, but it is telling you something runs out balance.

I have actually likewise seen motorists mistake tire balance for driveline vibration and spend cash in the wrong place. Tires absolutely trigger shake, but tire vibration typically follows roadway speed more consistently. Driveline vibration is most likely to change with throttle input, load, or equipment choice. That difference matters due to the fact that swapping tires will not repair a worn U joint, and changing a shaft will not treat 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 fine. There are also times when using generic hardware is a shortcut to problem. Custom U bolts end up being the much better choice when the truck has actually 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 larger, or the application requires extended legs and exact thread length, custom U bolts assist accomplish an appropriate clamp without forcing a compromise. Durable work trucks, utility beds, service bodies, and some trailer setups can also take advantage of custom fabrication because the load profile is not basic anymore. A truck that spends its life towing 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 simply bent rods. They must match the designated load, withstand corrosion reasonably well, and thread easily. In salted environments, covering is not cosmetic. It affects life span. A rusty U bolt is not simply unsightly, it is harder to torque accurately and more likely to take when it ultimately requires replacement.

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

One of the most typical errors with U bolts is depending on feel instead of requirements. Securing hardware must be torqued uniformly and, most of the times, reconsidered after initial usage. Springs settle. Paint compresses. New hardware beds in. That very first duration after installation is when a lot of people 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 movement between the axle and spring, which can result in axle shift, noise, and sped up wear. The specific spec depends on the automobile and hardware, but the real lesson corresponds. Accuracy matters. This is not a place for guesswork.

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

How custom U bolts impact drivability and safety

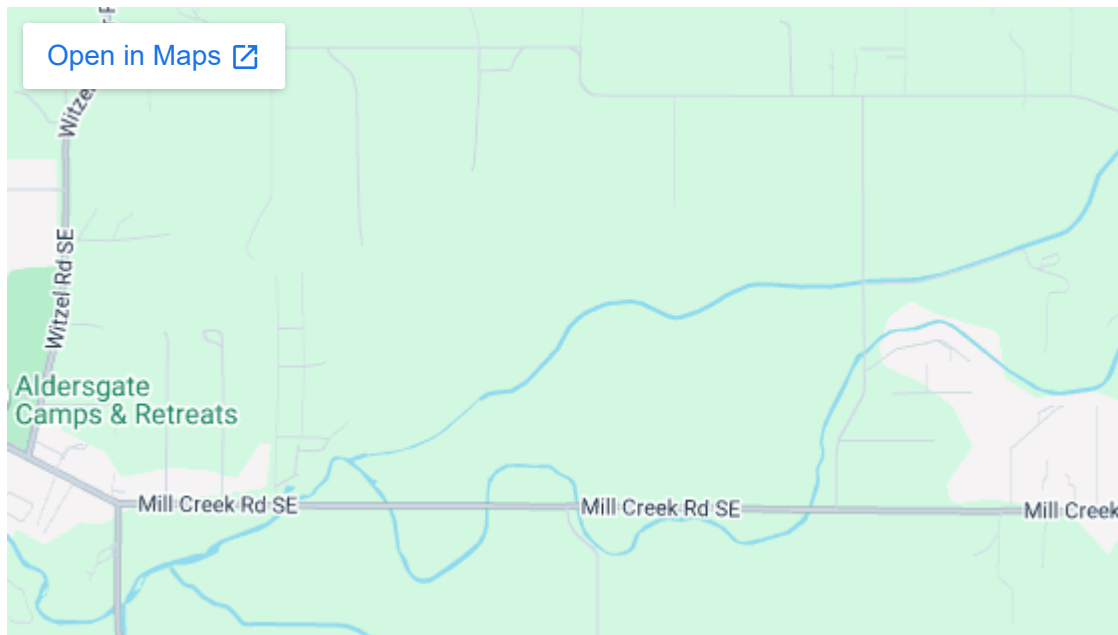
People tend to consider U bolts as static hardware, but they affect how the truck behaves every time you brake, accelerate, or strike a pothole. If the axle is not secured securely and directly to the spring pack, the rear end can shift a little under load. That may sound minor, however enough little motion changes the truck's tracking and can impact braking stability.

On a crammed truck, the stakes rise 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 may see roaming, a rear-end steer feeling, or a harsh thunk when the suspension compresses over unequal pavement. Those signs are not regular wear. They recommend the clamp load or hardware geometry is off.

Safety also includes serviceability. Great custom U bolts make maintenance easier because they fit properly and can be changed without forcing the installer to stretch, cut, or improvise. That lowers the possibility of harmed threads, bent hardware, or a hurried roadside repair that never ever rather holds.

Driveline service is part assessment, part judgment

A proper driveline examination is not almost spinning the shaft by hand and hoping for the best. It includes looking for play in the U joints, searching for rust dust around bearing caps, inspecting slip surface areas for galling, and feeling for roughness when the shaft is turned. On trucks with several areas, the center support bearing need to be taken a look at for splitting, 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 [truck parts](#) little bent, or a balance weight may have broken off, leaving no visual evidence at a glimpse. That is where experience matters. A specialist who has chased after driveline vibrations before knows to look beyond the most apparent parts.

If a truck has had recent suspension work, driveline assessment becomes even more crucial. Changing ride height changes angles. Replacing leaf springs or adding assistant springs can change the way load transfers through the axle. An excellent mechanic will check the driveline after suspension changes rather of assuming whatever will settle itself out.

Choosing the right truck parts for the job

Not every repair requires the most costly choice, however inexpensive truck parts can cost more in the end if they are improperly made or improperly matched. For driveline parts, consistency in dimensions and quality of machining matters. A universal joint that does not fit cleanly, a shaft that is not balanced correctly, or hardware that corrodes immediately is more than an annoyance. It ends up being a reliability issue.

The same chooses custom U bolts. Fitment must be precise enough that the installer is not requiring the part into location. The bend must match the axle real estate and spring pack without producing odd tension points. Thread length need to permit full nut engagement without excess protrusion that disrupts suspension travel or future service. A great provider will ask questions about axle size, spring width, stack height, and meant usage. That is usually a sign you are handling parts that are being matched to a real application rather of a one-size-fits-all brochure entry.

If a truck is used for plowing, hauling, towing, or off-road work, those demands should influence the option. A light-duty street setup and a heavy work truck do not live the same life, even if they share the same badge.

A useful upkeep mindset

Truck owners typically believe upkeep has to do with responding to issues. The better approach is to inspect before symptoms end up being failures. That is specifically true for drivelines and custom U bolts due to the fact that both can wear silently while the truck still feels primarily normal.

A visual examination during oil modifications or tire rotations can capture a lot. Try to find rust tracks, glossy movement marks, broken rubber, missing out on balance weights, and loose hardware. Take notice of any modification 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 also 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, record the mileage and any modifications in vibration later. That makes future repairing faster and prevents duplicating the very same guesswork every few 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 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 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, worn joints, bent shafts, or loose suspension hardware. Custom U bolts might solve one piece of the puzzle, but if the underlying geometry is wrong, the problem returns. Similarly, a perfect driveline balance will not save a truck whose axle is moving because the clamping hardware is inadequate.

That is why experienced techs tend to ask concerns that seem extremely particular. Has the truck been lifted? Has the axle been switched? Were the springs replaced? Did the vibration start after hauling, after a curb strike, or after a U bolt modification? Those details frequently tell the story much faster than a dozen parts replacements.

A great deal of truck owners can handling their own maintenance, which is an advantage. The key is knowing where precision matters. Drivelines, custom U bolts, and related truck parts are not attractive, however they are foundational. They affect how the truck feels on the road, how it brings weight, and for how long the rest of the drivetrain survives.

For a vehicle 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
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](#)

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