

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.

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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 normally where drivelines and custom U bolts go into the photo. They do not get the attention

a lift kit, turbo upgrade, or new set of tires gets, but they carry a great deal of the load, literally and mechanically. If you have actually invested whenever under a truck, you already know that the parts that appear easy are frequently the ones that choose whether the vehicle 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 safety. A driveline that runs out balance by a percentage can turn a comfortable highway truck into a shaking mess at 55 mph. U bolts that are the wrong size, reused a lot of times, or torqued unevenly can let axle alignment drift, which leads to harsh handling, leaf spring motion, and unneeded wear in nearby 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 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 variety of travel. In practice, that suggests the driveline needs to manage torque, angle changes, speed variation, and constant roadway abuse.

On a rear-wheel-drive pickup, the driveline generally consists of the driveshaft, universal joints, slip yoke or slip spline, and associated mounting hardware. In heavier applications, it might also consist of a center assistance bearing or several shaft sections. On a four-wheel-drive truck, the setup ends up being more complicated since the transfer case, front shaft, rear shaft, and front axle geometry all matter. As soon as a truck is raised, reduced, filled in a different way, or converted for work usage, the driveline typically requires to be reevaluated.

A lot of truck owners assume a driveline either works or fails. That is not how it generally goes. The majority of driveline issues establish gradually. 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 problem ends up being obvious, the wear has typically infected 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 one of those truck parts that look plain till you recognize how much responsibility they bring. On leaf-spring suspension systems, they secure the axle assembly to the spring pack and hold the entire arrangement together under load. That sounds easy, however the clamping force is doing genuine work every mile. It keeps the axle seated, resists twist under braking and acceleration, and helps keep alignment.

The term custom U bolts can imply different things depending upon the application. In some cases it means a non-standard size for a lifted truck, a classic chassis, or a durable commercial setup. Other times it suggests a bolt made with a specific diameter, leg length, bend radius, thread pitch, or finishing to match a special suspension package. Off-the-shelf hardware is not always the ideal response, specifically when the spring pack thickness, axle tube diameter, or included lift makes standard lengths too short.





I have actually seen more than one truck can be found in with suspension sound that ended up being a U bolt issue instead of a spring issue. The owner had changed the shocks, inspected the bushings, and still heard a metal knock. In several cases, the U bolts had actually lost clamp force or were the incorrect length after a suspension change. Once the hardware was changed with correctly matched custom U bolts and torqued properly, the noise vanished. That is an excellent suggestion that the most basic truck parts can cause the most confusion.

The connection in 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 squarely by the spring pack, the driveline may run at an angle that develops vibration or premature joint wear.

This is one reason people who lift trucks without fixing geometry often end up chasing after issues. A two-inch lift can be enough to alter the operating angle of the driveshaft. A four-inch lift can make the concern obvious. If custom U bolts are needed to secure taller spring packs or transformed suspension components, the remainder of the setup has to be examined too. Hardware alone does not fix a geometry problem.

Pinion angle is often overlooked in casual upgrades. The driveshaft wishes to go through a range where the universal joints can operate efficiently without binding or producing 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 especially typical after suspension work, axle swaps, or load modifications that alter ride height.

Signs that the driveline is requesting for attention

A failing driveline rarely makes a single significant declaration. It generally leaves clues. Vibration at a narrow speed variety is among the most common. If the vibration modifications under load, throughout coast, or when shifting in between gears, that helps limit the source. A used U joint may click or knock when the shaft rotates under torque. A slip yoke issue might show up as a shudder on launch or a squeak that follows suspension movement.

Another hint is irregular wear on nearby elements. If the provider bearing mount is stressed out, if the rear seal keeps dripping, or if the truck develops a repeating axle hop under acceleration, the driveline and its supporting elements need a closer appearance. The truck may still be drivable, however it is telling you something runs out balance.

I have also seen drivers error tire balance for driveline vibration and spend money in the wrong location. Tires definitely cause shake, however tire vibration typically follows road speed more regularly. Driveline vibration is most likely to alter with throttle input, load, or equipment choice. That difference matters since switching tires will not repair a used U joint, and replacing a shaft will not cure an apart belt in a tire.

When custom U bolts are the better choice

There are plenty of situations where basic hardware works simply great. There are also times when utilizing generic hardware is a faster way to trouble. Custom U bolts end up being the better option when the truck has been customized enough that stock dimensions no longer fit cleanly or safely.

A lifted 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 attain a correct clamp without forcing a compromise. Heavy-duty work trucks, energy beds, service bodies, and some trailer setups can also take advantage of custom fabrication because the load profile is not basic any longer. A truck that invests its life towing equipment or bring consistent bed weight sees various stress than a weekend commuter.

Material and surface matter too. Effectively made custom U bolts are not simply bent rods. They must match the desired load, withstand rust reasonably well, and thread cleanly. In salted environments, finish is not cosmetic. It impacts life span. A rusty U bolt is not just ugly, it is harder to torque precisely and most likely to take when it ultimately needs replacement.

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

One of the most typical errors with U bolts is depending on feel rather of spec. Clamping hardware should be torqued evenly and, in many cases, reconsidered after preliminary use. Springs settle. Paint compresses. New hardware beds in. That very first period after setup is when a lot of individuals lose clamp force without realizing it.

Over-torquing can be just as bad as under-torquing. Cranking down too hard can stretch the U bolts, misshape the spring pack, or damage threads. Under-torquing allows movement in between the axle and spring, which can cause axle shift, sound, and accelerated wear. The exact spec depends upon the lorry and hardware, however the real lesson is consistent. Precision matters. This is not a location for guesswork.

The exact same concept uses to driveline fasteners. U joints, flange bolts, carrier bearing mounts, and slip yoke keeping hardware all need proper attachment. A vibration repair that neglects torque sequence is typically a short-term repair at best.

How custom U bolts affect drivability and safety

People tend to consider U bolts as static hardware, but they influence how the truck behaves each time you brake, speed up, or hit a pothole. 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 changes the truck's tracking and can affect braking stability.

On a loaded truck, the stakes rise quickly. When the bed is complete or the trailer weight is pressing the limits of the suspension, any looseness in the axle-to-spring interface can become exaggerated. You may notice wandering, a rear-end steer sensation, or a harsh thunk when the suspension compresses over unequal pavement. Those signs are not typical wear. They recommend the clamp load or hardware geometry is off.

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

Driveline service is part inspection, part judgment

A correct driveline assessment is not almost spinning the shaft by hand and wishing for the best. It consists of looking for play in the U joints, looking for rust dust around bearing caps, examining slip surfaces for galling, and sensation for roughness when the shaft is rotated. On trucks with numerous areas, the center assistance bearing need to be examined for breaking, sagging, or rubber separation.

Sometimes the problem is apparent. 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 look. That is where experience matters. A professional who has gone after driveline vibrations before knows to look beyond the most apparent parts.

If a truck andersonbrotherste.com drivelines has had recent suspension work, driveline assessment becomes much more important. Altering ride height modifications angles. Replacing leaf springs or including helper springs can modify the way load transfers through the axle. An excellent mechanic will inspect the driveline after suspension modifications instead of presuming whatever will settle itself out.

Choosing the best truck parts for the job

Not every repair calls for the most expensive choice, but inexpensive truck parts can cost more in the end if they are improperly made or incorrectly matched. For driveline parts, consistency in dimensions and quality of machining matters. A universal joint that does not fit easily, a shaft that is not balanced correctly, or hardware that corrodes instantly is more than a nuisance. It ends up being a dependability issue.

The very same goes for custom U bolts. Fitment needs to be precise enough that the installer is not requiring the part into place. The bend ought to match the axle real estate and spring pack without producing odd tension points. Thread length ought to allow full nut engagement without excess protrusion that hinders suspension travel or future service. A great supplier will ask questions about axle size, spring width, stack height, and intended use. That is normally a sign 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, carrying, hauling, or off-road work, those demands should influence the choice. A light-duty street setup and a heavy work truck do not live the exact same life, even if they share the same badge.

A practical maintenance mindset

Truck owners typically think maintenance has to do with reacting to problems. The much better technique is to check before signs end up being failures. That is particularly true for drivelines and custom U bolts because both can use quietly while the truck still feels mostly normal.

A visual inspection during oil modifications or tire rotations can catch a lot. Search for rust tracks, glossy movement marks, cracked rubber, missing out on balance weights, and loose hardware. Pay attention to 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 deserves a 2nd look.

It likewise helps to keep records. If a U bolt set was installed after a lift, note the torque check period. If a driveline was balanced or reduced, tape the mileage and any modifications in vibration afterward. That makes future troubleshooting faster and prevents duplicating the exact same guesswork every couple of months.

A short shop-floor list 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 real axle, spring, and shaft dimensions, not just the lorry year.

Why experience beats assumptions

The hardest part of driveline and suspension work is that the signs overlap. A vibration can originate from tires, wheels, brakes, driveline angles, worn joints, bent shafts, or loose suspension hardware. Custom U bolts might resolve one piece of the puzzle, however if the underlying geometry is incorrect, the issue returns. Likewise, an ideal driveline balance will not conserve a truck whose axle is shifting because the clamping hardware is inadequate.

That is why experienced techs tend to ask questions that appear excessively specific. Has the truck been raised? 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 frequently inform the story faster than a dozen parts replacements.

A great deal of truck owners can 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, however 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 car that works hard, 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
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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/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](#)

Following a walk through the beautiful [Owen Rose Garden](#), truck owners frequently schedule Drivelines maintenance, Custom U Bolts fabrication, and pick up reliable Truck Parts.