Business Name: Anderson Brothers Truck & Equipment
Address: 2640 State Hwy 99 N #1, Eugene, OR 97402
Phone: (541) 688-8686

Anderson Brothers Truck & Equipment

Anderson Brothers Truck & Equipment is a long-established truck parts and repair company located in Eugene, Oregon. Founded in 1949, the business has served the region for more than 70 years, building a reputation as a reliable source for heavy-duty truck parts, custom fabrication, and equipment repair. The company works with commercial vehicle owners, fleets, and equipment operators who need dependable parts and services to keep their trucks operating safely and efficiently.

A core focus of Anderson Brothers is providing specialized services for heavy-duty trucks and equipment. Their shop offers custom driveline fabrication and repair, helping customers build, rebuild, or balance drivelines for a wide range of applications. They also specialize in custom U-bolt bending and fabrication, producing precisely sized components for trucks and other heavy equipment. In addition, the company sells both new and used truck parts, stocking a large inventory and offering local delivery in the Eugene and Springfield areas.

Beyond parts sales, Anderson Brothers provides repair and maintenance services for truck components such as transmissions, differentials, and related systems. Their experienced team focuses on delivering practical, cost-effective solutions that help keep trucks and equipment running reliably. With decades of experience and a commitment to local service, Anderson Brothers Truck & Equipment continues to support the trucking and transportation industries throughout Eugene and surrounding communities.

View on Google Maps
2640 State Hwy 99 N #1, Eugene, OR 97402

Business Hours

- Monday: 7:30 AM–6 PM
- Tuesday: 7:30 AM–6 PM
- Wednesday: 7:30 AM–6 PM
- Thursday: 7:30 AM–6 PM
- Friday: 7:30 AM–6 PM
- Saturday: 8 AM–2 PM
- Sunday: Closed

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A truck can look strong on the outdoors and still be one worn joint away from vibration, clunking, or early axle wear. That is normally where drivelines and custom U bolts go into 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, literally and mechanically. If you have invested any time under a truck, you already understand that the parts that seem simple are typically the ones that decide whether the car 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 security. A driveline that runs out balance by a small amount can turn a comfy highway truck into a shaking mess at 55 mph. U bolts that are the wrong size, reused too many times, or torqued unevenly can let axle positioning drift, which leads to severe handling, leaf spring motion, and unnecessary wear in close-by truck parts. These are not abstract concerns. They appear as vibrations through the seat, driveline noise at speed, and repair bills that never appear to end.

What a driveline really does

The driveline is the mechanical bridge between the transmission and the axle. Its task is uncomplicated 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 range of travel. In practice, that implies the driveline needs to handle torque, angle changes, speed variation, and continuous road abuse.

On a rear-wheel-drive pickup, the driveline normally includes the driveshaft, universal joints, slip yoke or slip spline, and related mounting hardware. In much heavier applications, it may likewise consist of a center assistance bearing or numerous 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. When a truck is lifted, lowered, loaded differently, or converted for work usage, the driveline often requires to be reevaluated.

A lot of truck owners assume a driveline either works or fails. That is not how it normally goes. Many driveline issues develop gradually. You get a faint vibration under acceleration, then a shudder at a particular speed, then a clunk when shifting from drive to reverse. By the time the issue ends up being obvious, the wear has typically infected U joints, provider bearings, pinion bearings, and even transmission tailshaft components.

Why custom U bolts are worthy of more respect than they get

Custom U bolts are one of those truck parts that look plain till you understand how much duty they carry. On leaf-spring suspension systems, they secure the axle assembly to the spring pack and hold the whole arrangement together under load. That sounds simple, but the clamping force is doing genuine work every mile. It keeps the axle seated, resists twist under braking and velocity, and assists keep alignment.

The term custom U bolts can mean different things depending on the application. In some cases it indicates a non-standard size for a lifted truck, a vintage chassis, or a heavy-duty commercial setup. Other times it means a bolt made with a particular diameter, leg length, bend radius, thread pitch, or coating to match a distinct suspension bundle. Off-the-shelf hardware is not constantly the best response, especially when the spring pack thickness, axle tube size, or included lift makes standard lengths too short.

I have seen more than one truck come in with suspension sound that turned out to be a U bolt problem rather than a spring concern. The owner had actually changed the shocks, checked the bushings, and still heard a metal knock. In numerous cases, the U bolts had actually lost clamp force or were the wrong length after a suspension change. As soon as the hardware was changed with correctly matched custom U bolts and torqued properly, the sound vanished. That is an excellent tip that the simplest truck parts can cause the most confusion.

The connection in between driveline angles and U bolt setup

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

This is one factor people who raise trucks without remedying geometry frequently end up chasing after problems. A two-inch lift can be enough to alter the operating angle of the driveshaft. A four-inch lift can make the problem obvious. If custom U bolts are needed to protect taller spring packs or modified suspension parts, the remainder of the setup has to be examined too. Hardware alone does not solve a geometry problem.

Pinion angle is frequently overlooked in casual upgrades. The driveshaft wishes to run through a variety where the universal joints can run smoothly 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 especially typical after suspension work, axle swaps, or load modifications that alter ride height.

Signs that the driveline is asking for attention

A failing driveline seldom makes a single significant declaration. It typically leaves clues. Vibration at a narrow speed variety is among the most typical. If the vibration changes under load, during coast, or when shifting between gears, that helps narrow down the source. A worn U joint might click or knock when the shaft turns under torque. A slip yoke problem may show up as a shudder on launch or a squeak that follows suspension movement.

Another idea is uneven wear on neighboring components. If the carrier bearing install is stressed out, if the rear seal keeps leaking, or if the truck establishes a recurring axle hop under acceleration, the driveline and its supporting parts require a closer look. The truck may still be drivable, however it is telling you something is out of balance.

I have actually also seen drivers mistake tire balance for driveline vibration and invest cash in the wrong place. Tires absolutely cause shake, but tire vibration often follows roadway speed more consistently. Driveline vibration is most likely to change with throttle input, load, or equipment selection. That distinction matters because swapping tires will not fix a worn U joint, and changing a shaft will not treat an apart belt in a tire.

When custom U bolts are the better choice

There are lots of situations where basic hardware works just fine. There are likewise times when utilizing generic hardware is a shortcut to difficulty. Custom U bolts become the better choice when the truck has actually been customized enough that stock dimensions no longer fit cleanly 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 help accomplish a proper clamp without requiring a compromise. Heavy-duty work trucks, utility beds, service bodies, and some trailer setups can likewise take advantage of custom fabrication because the load profile is not basic any longer. A truck that spends its life pulling equipment or bring continuous bed weight sees various tension than a weekend commuter.

Material and surface matter too. Properly made custom U bolts are not simply bent rods. They ought to match the designated load, resist rust fairly well, and thread easily. In salted environments, finish is not cosmetic. It affects life span. A rusty U bolt is not just unsightly, it is more difficult to torque properly and more likely to seize when it ultimately requires replacement.

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

One of the most common errors with U bolts is depending on feel instead of specification. Clamping hardware must be torqued uniformly and, most of the times, rechecked after initial usage. Springs settle. Paint compresses. New hardware beds in. That first duration after installation is when a lot of people lose clamp force without realizing 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 permits motion in between the axle and spring, which can result in axle shift, noise, and accelerated wear. The exact requirements depends upon the vehicle and hardware, but the real lesson corresponds. Precision matters. This is not a place for guesswork.

The very same principle uses to driveline fasteners. U joints, flange bolts, provider bearing mounts, and slip yoke maintaining hardware all need proper fastening. A vibration repair that neglects torque sequence is often a short-term 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 firmly and squarely to the spring pack, the rear end can

shift a little under load. That may sound small, but enough small motion alters the truck's tracking and can affect braking stability.

On a crammed truck, the stakes rise rapidly. 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 overstated. You might discover roaming, a rear-end guide sensation, or an extreme thunk when the suspension compresses over unequal pavement. Those symptoms are not normal wear. They recommend the clamp load or hardware geometry is off.

Safety likewise includes serviceability. Excellent custom U bolts make maintenance simpler because they fit properly and can be changed without forcing the installer to stretch, cut, or improvise. That reduces the opportunity of harmed threads, bent hardware, or a hurried roadside repair that never ever quite holds.

Driveline service is part examination, part judgment

A proper driveline inspection is not just about spinning the shaft by hand and expecting the very best. It consists of looking for play in the U joints, looking for rust dust around bearing caps, checking slip surfaces for galling, and feeling for roughness when the shaft is rotated. On trucks with numerous areas, the center assistance bearing should be examined for splitting, drooping, or rubber separation.

Sometimes the concern is apparent. A U joint with visible rust bleed at the cap is currently on obtained time. Other times the fault is more subtle. A shaft can be a little bent, or a balance weight might have broken off, leaving no visual evidence at a look. That is where experience matters. A specialist who has chased driveline vibrations before understands to look beyond the most obvious parts.

If a truck has had recent suspension work, driveline inspection becomes much more essential. Altering trip height modifications angles. Replacing leaf springs or adding assistant springs can alter the way load transfers through the axle. A good mechanic will examine the driveline after suspension changes rather of presuming whatever will settle itself out.

Choosing the ideal truck parts for the job

Not every repair calls for the most pricey option, but cheap truck parts can custom U bolts cost more in the end if they are inadequately 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 rusts immediately is more than a nuisance. It ends up being a dependability issue.

The very same opts for custom U bolts. Fitment needs to be specific enough that the installer is not forcing the part into place. The bend must match the axle housing and spring pack without creating odd tension points. Thread length must enable full nut engagement without excess protrusion that disrupts suspension travel or future service. A great supplier will ask concerns about axle size, spring width, stack height, and intended use. That is typically a sign you are handling parts that are being matched to a genuine application instead of a one-size-fits-all brochure entry.

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

A practical upkeep mindset

Truck owners often believe upkeep has to do with reacting to issues. The better technique is to inspect before symptoms end up being failures. That is especially real for drivelines and custom U bolts since both can use

quietly while the truck still feels mainly normal.

A visual assessment during oil changes or tire rotations can catch a lot. Look for rust tracks, shiny motion marks, cracked 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 just after a suspension repair deserves a 2nd look.

It likewise assists to keep records. If a U bolt set was set up after a lift, note the torque check period. If a driveline was balanced or shortened, 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 short 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 just the vehicle year.

Why experience beats assumptions

The hardest part of driveline and suspension work is that the signs 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, however if the underlying geometry is wrong, the problem returns. Also, a perfect driveline balance will not save a truck whose axle is moving due to the fact that the securing hardware is inadequate.

That is why experienced techs tend to ask concerns that seem excessively particular. 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 modification? Those information frequently inform the story much faster than a dozen parts replacements.

A great deal of truck owners can managing 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 fundamental. They impact how the truck feels on the roadway, how it carries weight, and how long the rest of the drivetrain survives.

For a car 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
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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 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, visit their website at https://andersonbrotherste.com/ or connect on social media via Facebook or Instagram

Those enjoying a drink at Ninkasi Brewing Company are not far from specialists who provide Drivelines repair, Custom U Bolts fabrication, and dependable Truck Parts.