

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 from 10 feet away and still be one worn part away from a roadside failure. That is the part lots of owners find out the tough method. The obvious pieces get attention first, tires, brakes, shocks, maybe a lift

kit or a fresh vehicle. The less noticeable truck parts typically choose whether the lorry stays directly, brings a load securely, and puts power to the ground without shaking itself apart. Custom U bolts and drivelines sit near the center of that conversation.

These are not glamorous parts, and they normally do not get discussed till something is loose, bent, vibrating, or broken. However in daily use, the ideal U-bolts and an effectively matched driveline do more than keep a truck moving. They safeguard suspension geometry, protect axle alignment, lower vibration, and assist the driveline deliver torque in a regulated way. On a work truck, a tow rig, or a modified 4x4, that distinction appears in ride quality, tire wear, fuel use, and long-lasting durability.

Why these parts matter more than they get credit for

A truck is a system, not a collection of isolated parts. When one part modifications, several others respond. Raise the suspension and the axle angle modifications. Add weight in the bed and the spring pack settles. Swap axles, alter wheelbase, or increase engine output and the driveline geometry might no longer be happy. The outcome is frequently sound first, then vibration, then sped up wear.

That is where custom U bolts and drivelines been available in. U-bolts clamp the axle securely to the spring pack or suspension perch. If the clamp load is wrong, the axle can shift slightly under torque or braking. Even a few millimeters of movement can change handling and put stress on the spring center pin, the perches, and neighboring hardware. A driveline, on the other hand, is accountable for transferring rotational force from the transmission or transfer case to the axle. If its length, angle, balance, or joint condition is off, the truck may shake at speed or fail under load.

The practical fact is basic. A truck hardly ever stops working all at once. It usually starts with a small caution that is simple to ignore, until the caution ends up being expensive.

Custom U bolts: little hardware, big consequences

U-bolts look simple. A bent steel fastener with threads on both ends, a few nuts, and a plate. Yet they are doing major work. They are not simply holding parts together, they are keeping clamp force in an environment loaded with effect, heat, deterioration, and load cycling.

Factory hardware is developed around factory geometry. As soon as the truck modifications, the old hardware might no longer be perfect. Lifted suspensions, swapped spring packs, much heavier service bodies, aftermarket axles, and bigger brake setups can all call for custom U bolts. The custom part is not about style. It is about appropriate fit, appropriate thread engagement, and the best bend radius and leg length for the application.

In the field, I have seen trucks can be found in with too-short U-bolt legs after a spring overhaul. The nuts were hardly catching enough thread to feel secure, and the axle had actually begun to walk on the spring perch. I have actually likewise seen the opposite, U-bolts that were technically enough time but not sized properly for the spring stack or plate thickness, leaving too much exposed thread and a weak clamp under repeated flex. The hardware was there, however the fit was wrong.

A correct set of custom U bolts should match the axle size, spring pack width, plate design, and the precise stack height of the assembly. That sounds basic until you begin accounting for leaf spring add-a-leaf packs, overload leaves, bump stop changes, and lift blocks. The real life rarely follows a brochure drawing.

The expense of getting U-bolts wrong

Poor U-bolt fit does not constantly reveal itself with a remarkable failure. More often it shows up as subtle and pricey wear. Tires might feather on one side. The truck might pull under braking. The rear end can feel less settled over rough pavement. In many cases, the chauffeur hears a clunk that comes and goes with load transfer. Those are the kinds of symptoms that get blamed on shocks, bushings, or alignment, when the root cause is a weak or mismatched axle clamp.

There is likewise a safety problem that should have attention. If the axle shifts relative to the spring pack, steering feel and tracking can alter enough to matter, particularly on a loaded truck or a tow vehicle descending a grade. The axle area is not a cosmetic detail. It is part of the truck's stability architecture.

Corrosion creates another layer of threat. Trucks in salt states, coastal regions, or heavy washdown environments pay for overlooked hardware. Rust decreases cross-sectional strength, takes nuts, and can make re-torquing difficult without replacement. A U-bolt that looks acceptable from a distance might be thinned down near the threads or weakened under the bend where moisture sits longest. By the time the threads are pitted and the nuts are combating every turn, the safe replacement window may currently have passed.

Drivelines are where vibration tells the truth

If U-bolts are about holding geometry in location, drivelines have to do with transmitting power without drama. An excellent driveline is quiet, smooth, and simple to forget. A bad one advises you at 35 miles per hour, again at 55 mph, and louder still under load.

A driveline must handle torsional force, altering angles, suspension travel, and roadway shock. On trucks, specifically customized ones, the margin for error gets smaller sized quick. Lift the suspension and the operating angle changes. Lengthen the wheelbase and the shaft may need to be reworked. Increase horsepower and the original tubing, yokes, or universal joints might no longer be up to the job. Even a truck that has not been modified can need driveline service as soon as wear, rust, or balance concerns begin showing up.

The most common indication recognize to anybody who has actually hung around around trucks. A vibration that appears at a particular speed. A rhythmic thump on takeoff. A clunk when shifting from drive to reverse. A high-pitched whine or a rough feel through the seat and floor. Often the concern is a used U-joint, sometimes a dented shaft, and in some cases the angles are merely incorrect after a suspension change.

It is tempting to neglect a mild driveline vibration if the truck still drives. That is a mistake. Vibration is not just noise. It is energy going someplace it ought to not, into bearings, seals, transfer case components, provider bearings, and even taxi mounts.

Matching the driveline to the truck, not the other way around

There is no universal driveline service. A half-ton with occasional light towing does not ask the very same thing of a shaft as a medium-duty service truck or a lifted diesel with oversized tires. Custom work matters due to the fact that the truck's actual geometry matters.

A driveshaft length must suit the suspension height and travel. Too short and the shaft can pull apart under droop or hit an operating limit at full extension. Too long and it can bottom out, harming the transmission or transfer case output. The angle matters simply as much. U-joints work best within a sensible operating variety, and when the front and rear angles are not set correctly, the joints speed up and decrease unevenly. That can create vibration even when every part looks new.

Balance also matters more than many owners expect. A driveline spinning at highway speed does not forgive a little mass mistake. A little dent, a bent tube, or a missing balance weight can end up being a measurable

vibration once the shaft is spinning quickly enough. On some trucks the concern only appears above a particular speed, which leads people to presume tires. Tires deserve examination, however a balanced truck needs both wheel balance and driveline health.

Custom work lets the driveline fit the application rather of forcing the application to live with compromise. That is particularly valuable after suspension lifts, axle swaps, equipment modifications, or power upgrades. Any of those can change the load course enough to validate reconsidering the shaft, joints, slip yoke engagement, and carrier bearing position.

Performance is not only about speed

Truck owners typically speak about efficiency as if it means horse power alone. On a working truck, performance is more comprehensive than that. It includes smooth power shipment, stable towing, foreseeable handling, and the capability to carry a load without penalizing the drivetrain. Custom U bolts and drivelines influence all of it.

A safe and secure axle install helps the truck put power down consistently. That matters when launching with a trailer, crawling a job website, or climbing out of soft ground. A well-matched driveline decreases loss and vibration, which helps the truck feel calmer under throttle. That peace matters on long drives, where motorist fatigue becomes its own sort of efficiency loss.

There is also an indirect advantage that gets ignored. Trucks that run smoother tend to hold together much better. Less vibration ways less fastener loosening, less bushing wear, and less tension on welds, installs, and seals. Over time, those little savings add up. A fleet supervisor may discover it in decreased downtime. A private owner may see it in fewer store gos to and a truck that feels tighter after 50,000 miles than another truck does after 15,000.

Safety starts with geometry and clamp load

Safety discussions often focus on brakes and tires, which is reasonable. However the hardware that keeps the axle situated and the powertrain connected deserves the very same severity. A truck with the incorrect U-bolts or a jeopardized driveline is not simply less improved. It is less predictable.

The axle ought to sit directly on the springs and remain there. The driveline must spin true and manage load without chatter or imbalance. When either of those systems is off, the truck can respond in methods the driver can not fully control. An unstable rear axle can affect lane tracking and braking stability. A stopping working driveline can lock up, different, or damage close-by components, especially if a universal joint stops working at speed.

A few practical practices help in reducing threat. After any suspension work, U-bolts should be checked for appropriate torque according to the hardware and application being used. After a driveline modification, the truck ought to be road evaluated for vibration at the speeds where issues most often appear. New parts should be examined after preliminary break-in, because clamp load can settle and expose anything that was missed throughout assembly. None of this is attractive, but it is the distinction between a truck that stays dependable and one that keeps returning with the same complaint.

What quality looks like in the shop

Good truck parts normally reveal themselves before they are even installed. With custom U bolts, quality starts with accurate dimensions, tidy threads, proper material, and a bend that matches the axle and spring pack correctly. The legs ought to be long enough to permit protected nut engagement without excessive additional

thread. The finish should be suited to the environment, whether that indicates plain steel for a protected application or a corrosion-resistant surface for harsher conditions.

With drivelines, quality is seen in straightness, weld quality, balance, and the fit of the joints and yokes. A shop that takes driveline work seriously will ask about trip height, wheelbase, suspension travel, meant use, and power level. Those questions are not filler. They are the distinction in between a shaft that merely fits and one that survives.

A hurried order frequently costs more than a careful one. If the truck is down, it is appealing to accept the very first part that seems close enough. That is how repeat labor begins. The part arrives, it nearly fits, the shop improvises, and the truck returns with the very same vibration or a new one. Excellent builders and repair shops discover to decrease on these parts due to the fact that they understand the downstream cost of being "close enough."

The discussions worth having before you buy

Truck owners do better when they ask a couple of specific concerns before buying hardware or scheduling a driveline construct. These are not academic concerns, they are practical ones that separate a right repair from a temporary fix.

What is the truck actually doing now, and under what conditions does the problem appear? Is the concern vibration at a particular speed, axle shift under load, rusted hardware, or a recent suspension change? Has the wheelbase altered? Is the truck raised or leveled? Has the bed, service body, or hitch setup changed the rear load? Has actually the truck been repowered or tuned for more torque?

Those information shape the best response. The part number matters, but so does context. A truck that tows a horse trailer on weekends has various demands than one bring tools in a work zone every day. A four-wheel-drive truck with a transfer case and front shaft demands various driveline geometry than a two-wheel-drive chassis. The more honestly the truck's usage is described, the much better the part selection tends to be.

Maintenance that prevents pricey surprises

The finest maintenance for these elements is not complicated, however it does require attention. At service periods, look at the U-bolts for rust, thread damage, and proof of motion at the spring plates. Examine whether the nuts are seated appropriately and whether the stack still looks square. On drivelines, inspect U-joints for play, grease condition if functional joints are used, and indications of shiny metal dust around caps or yokes. A bent shaft or failing joint frequently leaves clues before it fails outright.



That attention is particularly useful after hauling heavy loads, running off-road, or striking a pothole hard enough to make the cab jump. Those events can shock the suspension and driveline in manner ins which are not visible from the driver's seat. The truck may feel fine on the next trip, however the evaluation afterward is what keeps a little problem from growing.

For trucks used hard, the interval in between checks must be much shorter. That is not an overreaction. It is regard for the task cycle. A weekend cruiser and a commercial work truck do not age at the very same rate.

The parts that keep the remainder of the truck honest

There is a factor skilled service technicians take notice of custom U bolts and drivelines before they chase more dramatic fixes. These truck parts inform the reality about fit, load, and alignment. If the rear axle is secured appropriately and the driveline is working as created, a truck tends to feel calmer, more powerful, and more foreseeable. If either one is compromised, the truck typically invests the next couple of thousand miles transmitting the issue in sound, vibration, and wear.

That is why these elements are worthy of more regard than they normally get. They are not accessories. They are structural and mechanical anchors for the way [truck parts](#) a truck acts on the roadway and under load. When they are selected carefully, installed properly, and talked to the very same seriousness provided to brakes or tires, the result is a truck that carries out better and remains more secure for longer.



A truck does not need flashy parts to make trust. It requires the ideal hardware in the best place, tightened properly, well balanced properly, and matched to the task. Custom U bolts and correctly constructed drivelines do precisely that, and they do it silently, which is typically the very best indication that they are working well.

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](#)

After shopping at [Red Barn Natural Grocery](#), many truck owners plan service stops for Drivelines maintenance, Custom U Bolts production, and essential Truck Parts.