

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 from ten feet away and still be one used element far from a roadside failure. That is the part many owners learn the tough way. The apparent pieces get attention initially, tires, brakes, shocks, maybe a

lift package or a fresh vehicle. The less visible truck parts frequently choose whether the lorry stays directly, brings a load safely, 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 attractive parts, and they normally do not get discussed until something is loose, bent, vibrating, or broken. But in everyday usage, the right U-bolts and a correctly matched driveline do more than keep a truck moving. They safeguard suspension geometry, maintain axle alignment, reduce vibration, and assist the driveline deliver torque in a controlled method. On a work truck, a tow rig, or a modified 4x4, that difference shows up in ride quality, tire wear, fuel use, and long-term durability.

Why these parts matter more than they get credit for

A truck is a system, not a collection of separated parts. When one part changes, several others react. Raise the suspension and the axle angle modifications. Include weight in the bed and the spring pack settles. Swap axles, alter wheelbase, or boost engine output and the driveline geometry may no longer enjoy. The outcome is often noise initially, then vibration, then sped up wear.

That is where custom U bolts and drivelines can be found in. U-bolts clamp the axle safely to the spring pack or suspension perch. If the clamp load is wrong, the axle can move slightly under torque or braking. Even a couple of millimeters of movement can alter handling and put stress on the spring center pin, the perches, and close-by hardware. A driveline, on the other hand, is responsible for moving rotational force from the transmission or transfer case to the axle. If its length, angle, balance, or joint condition is off, the truck might shake at speed or stop working under load.

The useful truth is easy. A truck rarely stops working simultaneously. It usually starts with a small warning that is easy to neglect, until the warning becomes expensive.

Custom U bolts: little hardware, large consequences

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

Factory hardware is developed around factory geometry. As soon as the truck modifications, the old hardware might no longer be ideal. Raised suspensions, switched spring packs, heavier service bodies, aftermarket axles, and bigger brake setups can all require custom U bolts. The custom part is not about style. It has to do with correct fit, adequate thread engagement, and the ideal bend radius and leg length for the application.

In the field, I have actually 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 stroll on the spring perch. I have actually also seen the opposite, U-bolts that were technically enough time but not sized properly for the spring stack or plate density, leaving too much exposed thread and a weak clamp under repeated flex. The hardware existed, but the fit was wrong.

An appropriate 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 easy until you start representing leaf spring add-a-leaf packs, overload leaves, bump stop modifications, and lift blocks. The real life seldom follows a catalog drawing.

The expense of getting U-bolts wrong

Poor U-bolt fit does not always reveal itself with a dramatic failure. More often it appears as subtle and costly wear. Tires may feather on one side. The truck might pull under braking. The rear end can feel less settled over rough pavement. Sometimes, the driver hears a clunk that comes and goes with load transfer. Those are the type of symptoms that get blamed on shocks, bushings, or alignment, when the root cause is a weak or mismatched axle clamp.

There is also a safety issue that deserves attention. If the axle shifts relative to the spring pack, steering feel and tracking can change enough to matter, particularly on a loaded truck or a tow vehicle descending a grade. The axle location is not a cosmetic detail. It becomes part of the truck's stability architecture.

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

Drivelines are where vibration informs the truth

If U-bolts have to do with holding geometry in place, drivelines have to do with transmitting power without drama. A good driveline is quiet, smooth, and easy to forget. A bad one reminds you at 35 miles per hour, once again at 55 mph, and louder still under load.

A driveline should manage torsional force, changing angles, suspension travel, and road shock. On trucks, especially customized ones, the margin for error gets smaller sized quick. Raise the suspension and the operating angle modifications. Lengthen the wheelbase and the shaft may require to be remodelled. Boost horsepower and the initial tubing, yokes, or universal joints might no longer be up to the task. Even a truck that has not been customized can need driveline service once use, rust, or balance issues start revealing up.

The most typical warning signs are familiar to anyone who has hung out around trucks. A vibration that appears at a specific speed. A balanced thump on departure. A clunk when shifting from drive to reverse. A high-pitched whine or a rough feel through the seat and flooring. Often the issue is a used U-joint, often a dinged up shaft, and in some cases the angles are merely wrong 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 simply sound. It is energy going somewhere it should not, into bearings, seals, transfer case elements, provider bearings, and even taxi mounts.

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

There is no universal driveline service. A half-ton with occasional light towing does not ask the same thing of a shaft as a medium-duty service truck or a raised diesel with extra-large 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 brief and the shaft can pull apart under droop or hit an operating limitation at full extension. Too long and it can bottom out, damaging the transmission or transfer case output. The angle matters simply as much. U-joints work best within a reasonable operating variety, and when the front and rear angles are not set properly, the joints speed up and decrease unevenly. That can develop vibration even when every part looks new.

Balance likewise matters more than numerous owners anticipate. A driveline spinning at highway speed does not forgive a little mass mistake. A little damage, a bent tube, or a missing balance weight can end up being a

quantifiable vibration once the shaft is spinning quickly enough. On some trucks the problem only appears above a specific speed, which leads people to presume tires. Tires should have examination, however a well balanced truck requires both wheel balance and driveline health.

Custom work lets the driveline fit the application instead of requiring the application to deal with compromise. That is specifically valuable after suspension lifts, axle swaps, equipment modifications, or power upgrades. Any of those can alter the load path enough to justify rechecking the shaft, joints, slip yoke engagement, and carrier bearing position.

Performance is not only about speed

Truck owners often talk about efficiency as if it suggests horsepower alone. On a working truck, efficiency is wider than that. It consists of smooth power delivery, steady towing, foreseeable handling, and the capability to bring a load without punishing the drivetrain. Custom U bolts and drivelines affect all of it.

A protected axle install assists the truck put power down consistently. That matters when releasing with a trailer, crawling a job website, or climbing out of soft ground. A well-matched driveline minimizes loss and vibration, which helps the truck feel calmer under throttle. That calmness matters on long drives, where chauffeur tiredness becomes its own kind of performance loss.

There is likewise an indirect advantage that gets neglected. 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. With time, those small savings add up. A fleet supervisor might observe it in minimized downtime. A personal owner may notice 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 frequently focus on brakes and tires, which is reasonable. However the hardware that keeps the axle situated and the powertrain linked should have the same seriousness. A truck with the incorrect U-bolts or a compromised driveline is not simply less refined. It is less predictable.

The axle should sit directly on the springs and remain there. The driveline should spin real and deal with load without chatter or imbalance. When either of those systems is off, the truck can react in ways the driver can not totally control. An unsteady rear axle can impact lane tracking and braking stability. A stopping working driveline can lock up, separate, or damage close-by components, specifically if a universal joint stops working at speed.

A few practical practices help in reducing risk. After any suspension work, U-bolts need to be looked for correct torque according to the hardware and application being used. After a driveline modification, the truck must be roadway tested for vibration at the speeds where problems frequently appear. New parts must be checked after initial burglary, due to the fact that clamp load can settle and reveal anything that was missed out on during assembly. None of this is glamorous, but it is the distinction in between a truck that stays trustworthy and one that keeps returning with the exact same complaint.

What quality looks like in the shop

Good truck parts typically expose themselves before they are even set up. With custom U bolts, quality begins 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 secure nut engagement without excessive extra thread.

The surface ought to be fit to the environment, whether that implies plain steel for a safeguarded 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 ride height, wheelbase, suspension travel, intended usage, and power level. Those questions are not filler. They are the difference between a shaft that simply fits and one that survives.

A rushed order frequently costs more than a cautious one. If the truck is down, it is appealing to accept the first part that seems close enough. That is how repeat labor begins. The part arrives, it nearly fits, the shop improvises, and the truck comes back with the very same vibration or a new one. Excellent home builders and service center discover to decrease on these parts since they know the downstream expense of being "close enough."

The discussions worth having before you buy

Truck owners do better when they ask a couple of particular questions before purchasing hardware or scheduling a driveline develop. These are not academic concerns, they are practical ones that separate an appropriate repair from a momentary fix.



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

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

Maintenance that prevents expensive surprises

The finest maintenance for these elements is not made complex, however it does require attention. At service intervals, look at the U-bolts for rust, thread damage, and proof of motion at the spring plates. Inspect whether the nuts are seated appropriately and whether the stack still [custom U bolts](#) looks square. On drivelines, examine U-joints for play, grease condition if functional joints are used, and indications of glossy metal dust around caps or yokes. A bent shaft or stopping working joint typically leaves clues before it fails outright.

That attention is specifically useful after transporting heavy loads, running off-road, or striking a pothole hard enough to make the taxi jump. Those events can stun the suspension and driveline in ways that are not visible from the motorist's seat. The truck may feel great on the next trip, however the examination later is what keeps a little problem from growing.

For trucks used hard, the period between checks ought to be shorter. That is not an overreaction. It is respect for the duty cycle. A weekend cruiser and an industrial work truck do not age at the same rate.

The parts that keep the rest of the truck honest

There is a factor seasoned technicians take notice of custom U bolts and drivelines before they chase after more dramatic repairs. These truck parts inform the reality about fit, load, and positioning. If the rear axle is clamped effectively and the driveline is working as designed, a truck tends to feel calmer, more powerful, and more foreseeable. If either one is jeopardized, the truck frequently invests the next couple of thousand miles broadcasting the problem in noise, vibration, and wear.

That is why these parts deserve more respect than they generally get. They are not devices. They are structural and mechanical anchors for the way a truck acts on the road and under load. When they are selected thoroughly, installed correctly, and contacted the same severity provided to brakes or tires, the result is a truck that performs better and remains much safer for longer.

A truck does not need fancy parts to make trust. It needs the right hardware in the right place, tightened properly, well balanced correctly, and matched to the job. Custom U bolts and correctly constructed drivelines do exactly that, and they do it silently, which is often the very best sign 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](#)

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.