

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 from ten feet away and still be one used component away from a roadside failure. That is the part numerous owners find out the tough way. The apparent pieces get attention initially, tires, brakes,

shocks, perhaps a lift set or a fresh vehicle. The less visible truck parts frequently choose whether the lorry stays directly, carries 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 usually do not get gone over until something is loose, bent, vibrating, or broken. But in day-to-day use, the ideal U-bolts and an appropriately matched driveline do more than keep a truck moving. They protect suspension geometry, preserve axle alignment, decrease vibration, and assist the driveline provide torque in a controlled way. On a work truck, a tow rig, or a customized 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 separated parts. When one part changes, a number of others react. Raise the suspension and the axle angle modifications. Add weight in the bed and the spring pack settles. Swap axles, modify wheelbase, or boost engine output and the driveline geometry might no longer more than happy. The outcome is often noise initially, then vibration, then sped up wear.

That is where custom U bolts and drivelines been available in. U-bolts clamp the axle firmly to the spring pack or suspension perch. If the clamp load is incorrect, the axle can shift slightly under torque or braking. Even a few millimeters of movement can alter handling and put tension on the spring center pin, the perches, and nearby hardware. A driveline, on the other hand, is responsible 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 might shake at speed or stop working under load.

The useful truth is easy. A truck hardly ever stops working all at once. It generally starts with a small warning that is simple to ignore, till the warning ends up being 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 major work. They are not simply holding parts together, they are maintaining clamp force in an environment full of effect, heat, deterioration, and load cycling.

Factory hardware is created 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 design. It has to do with appropriate fit, appropriate thread engagement, and the best 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 safe and secure, and the axle had begun to walk on the spring perch. I have also seen the opposite, U-bolts that were technically long enough 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 existed, but the fit was wrong.

An appropriate set of custom U bolts need to match the axle diameter, spring pack width, plate design, and the specific stack height of the assembly. That sounds basic till you start accounting for leaf spring add-a-leaf packs, overload leaves, bump stop changes, and lift blocks. The real world hardly ever follows a catalog drawing.

The cost of getting U-bolts wrong

Poor U-bolt fit does not constantly reveal itself with a dramatic failure. More frequently it shows up as subtle and pricey 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 chauffeur hears a clunk that reoccurs with load transfer. Those are the type of symptoms that get blamed on shocks, bushings, or alignment, when the origin is a weak or mismatched axle clamp.

There is also a security concern that is worthy of attention. If the axle moves relative to the spring pack, steering feel and tracking can alter enough to matter, specifically on a packed truck or a tow vehicle coming down a grade. The axle place is not a cosmetic information. It belongs to the truck's stability architecture.

Corrosion produces another layer of danger. Trucks in salt states, seaside areas, or heavy washdown environments spend for overlooked hardware. Rust reduces cross-sectional strength, seizes nuts, and can make re-torquing difficult without replacement. A U-bolt that looks appropriate from a range may be thinned down near the threads or deteriorated under the bend where wetness sits longest. By the time the threads are pitted and the nuts are battling every turn, the safe replacement window may already have passed.

Drivelines are where vibration tells the truth

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

A driveline need to handle torsional force, altering angles, suspension travel, and road shock. On trucks, specifically modified ones, the margin for mistake gets smaller sized fast. Raise the suspension and the operating angle changes. Lengthen the wheelbase and the shaft might need to be remodelled. Increase horse power 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 require driveline service once use, rust, or balance issues start showing up.

The most common warning signs recognize to anyone who has hung around around trucks. A vibration that appears at a specific speed. A balanced thump on launch. A clunk when shifting from drive to reverse. A high-pitched whine or a rough feel through the seat and floor. Sometimes the problem is a worn U-joint, sometimes a dinged up shaft, and often 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 an error. Vibration is not just noise. It is energy going someplace it ought to not, into bearings, seals, transfer case elements, carrier 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 raised diesel with large tires. Custom work matters due to the fact that the truck's actual geometry matters.

A driveshaft length should match the suspension height and travel. Too short and the shaft can pull apart under droop or strike an operating limitation at full extension. Too long and it can bottom out, damaging the transmission or transfer case output. The angle matters just as much. U-joints work best within a reasonable operating range, and when the front and rear angles are not set correctly, the joints speed up and slow down unevenly. That can create vibration even when every part looks new.

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

measurable vibration once the shaft is spinning fast enough. On some trucks the issue just appears above a specific speed, which leads people to think tires. Tires should have assessment, but a well balanced truck needs both wheel balance and driveline health.

Custom work lets the driveline fit the application instead of forcing the application to deal with compromise. That is particularly valuable after suspension lifts, axle swaps, equipment changes, or power upgrades. Any of those can modify the load course enough to validate rechecking the shaft, joints, slip yoke engagement, and provider bearing position.

Performance is not only about speed

Truck owners frequently speak about performance as if it suggests horse power alone. On a working truck, efficiency is wider than that. It includes smooth power shipment, stable towing, foreseeable handling, and the ability to bring a load without punishing the drivetrain. Custom U bolts and drivelines affect all of it.



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

There is likewise an indirect benefit that gets ignored. Trucks that run smoother tend to hold together much better. Less vibration ways less fastener loosening, less bushing wear, and less stress on welds, installs, and seals. Over time, those small savings add up. A fleet supervisor might observe it in decreased downtime. A personal owner may discover it in less store visits and a truck that feels tighter after 50,000 miles than another truck does after 15,000.

Safety begins with geometry and clamp load

Safety conversations typically concentrate on brakes and tires, which is reasonable. But the hardware that keeps the axle located and the powertrain connected deserves the same seriousness. A truck with the incorrect U-bolts or a compromised driveline is not just less improved. It is less predictable.

The axle must sit squarely on the springs and stay there. The driveline needs to spin real and deal with load without chatter or imbalance. When either of those systems is off, the truck can respond in methods the motorist can not fully control. An unsteady rear axle can impact lane tracking and braking stability. A stopping working driveline can lock up, different, or damage nearby parts, specifically if a universal joint stops working at speed.

A few practical practices help reduce danger. After any suspension work, U-bolts need to be checked for proper torque according to the hardware and application being used. After a driveline modification, the truck needs to be roadway evaluated for vibration at the speeds where concerns usually appear. New parts need to be examined after preliminary burglary, because clamp load can settle and reveal anything that was missed throughout assembly. None of this is glamorous, but it is the difference between a truck that remains trustworthy and one that keeps returning with the very 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 product, and a bend that matches the axle and spring pack correctly. The legs need to be long enough to allow safe nut engagement without excessive additional thread. The surface should be suited to the environment, whether that indicates plain steel for a secured application or a corrosion-resistant finish 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 inquire about trip height, wheelbase, suspension travel, intended use, and power level. Those concerns are not filler. They are the difference in between a shaft that merely fits and one that survives.

A rushed order typically costs more than a cautious one. If the truck is down, it is appealing to accept the [truck parts Anderson Brothers Truck & Equipment](#) very first part that seems close enough. That is how repeat labor begins. The part gets here, it nearly fits, the shop improvises, and the truck returns with the very same vibration or a new one. Good builders and service center find out to slow down on these parts since they understand the downstream expense of being "close enough."

The conversations worth having before you buy

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

What is the truck really doing now, and under what conditions does the issue appear? Is the concern vibration at a certain speed, axle shift under load, rusted hardware, or a recent suspension change? Has the wheelbase changed? 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 ideal answer. The part number matters, however 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 different 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 costly surprises

The finest maintenance for these components is not complicated, however it does require attention. At service intervals, look at the U-bolts for rust, thread damage, and evidence of movement at the spring plates. Examine whether the nuts are seated correctly and whether the stack still looks square. On drivelines, examine U-joints for play, grease condition if functional joints are used, and signs of glossy metal dust around caps or yokes. A bent shaft or stopping working joint frequently leaves ideas before it stops working outright.

That attention is especially beneficial after carrying heavy loads, running off-road, or striking a hole hard enough to make the taxi dive. Those events can shock the suspension and driveline in ways that are not noticeable from the driver's seat. The truck may feel great on the next journey, however the evaluation later is what keeps a little problem from growing.

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

The parts that keep the remainder of the truck honest

There is a reason seasoned service technicians take notice of custom U bolts and drivelines before they chase more significant repairs. These truck parts inform the truth about fit, load, and positioning. If the rear axle is secured 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 often spends the next few thousand miles transmitting the issue in noise, vibration, and wear.

That is why these components deserve more respect than they normally get. They are not devices. They are structural and mechanical anchors for the method a truck behaves on the road and under load. When they are selected carefully, installed properly, and talked to the same seriousness given to brakes or tires, the result is a truck that performs better and remains more secure for longer.

A truck does not require flashy parts to earn trust. It requires the right hardware in the best location, tightened up effectively, balanced correctly, and matched to the job. Custom U bolts and properly developed drivelines do exactly that, and they do it quietly, which is typically the 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](#)

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.