

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 ten feet away and still be one worn element far from a roadside failure. That is the part many owners find out the difficult way. The obvious pieces get attention initially, tires, brakes, shocks, maybe

a lift kit or a fresh vehicle. The less visible truck parts frequently choose whether the car remains straight, carries 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 talked about up until something is loose, bent, vibrating, or broken. However in day-to-day usage, the best U-bolts and an effectively matched driveline do more than keep a truck moving. They protect suspension geometry, protect axle alignment, lower vibration, and assist the driveline provide torque in a regulated way. On a work truck, a tow rig, or a customized 4x4, that difference appears in trip 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 isolated parts. When one part modifications, numerous others react. Raise the suspension and the axle angle changes. Add weight in the bed and the spring pack settles. Swap axles, alter wheelbase, or increase engine output and the driveline geometry may no longer be happy. The result is typically 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 somewhat under torque or braking. Even a couple of millimeters of motion can change handling and put stress on the spring center pin, the perches, and neighboring hardware. A driveline, meanwhile, 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 useful truth is easy. A truck seldom stops working simultaneously. It normally starts with a little caution that is easy to neglect, till the warning becomes expensive.

Custom U bolts: small hardware, large consequences

U-bolts look simple. A bent steel fastener with threads on both ends, a couple of nuts, and a plate. Yet they are doing severe work. They are not simply holding parts together, they are preserving clamp force in an environment filled with effect, heat, corrosion, and load cycling.

Factory hardware is designed around factory geometry. Once the truck modifications, the old hardware might no longer be perfect. Lifted suspensions, switched spring packs, 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 proper 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 capturing enough thread to feel secure, and the axle had begun to stroll on the spring perch. I have actually likewise seen the opposite, U-bolts that were technically long enough but not sized correctly for the spring stack or plate thickness, leaving excessive exposed thread and a weak clamp under duplicated flex. The hardware was there, however the fit was wrong.

An appropriate set of custom U bolts need to match the axle diameter, spring pack width, plate design, and the exact stack height of the assembly. That sounds easy until you begin representing leaf spring add-a-leaf packs, overload leaves, bump stop changes, and lift blocks. The real world hardly ever follows a brochure drawing.



The expense of getting U-bolts wrong

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

There is likewise a safety concern that deserves attention. If the axle moves relative to the spring pack, guiding feel and tracking can change enough to matter, specifically on a loaded truck or a tow automobile descending 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, coastal areas, or heavy washdown environments pay for ignored hardware. Rust decreases cross-sectional strength, takes 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 compromised 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 are about holding geometry in place, drivelines have to do with sending power without drama. An excellent driveline is peaceful, smooth, and easy to forget. A bad one advises you at 35 mph, once again at 55 mph, and louder still under load.

A driveline need to deal with torsional force, changing angles, suspension travel, and road shock. On trucks, particularly modified ones, the margin for error gets smaller fast. 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 may no longer be up to the task. Even a truck that has not been modified can need driveline service as soon as use, rust, or balance concerns begin revealing up.



The most typical indications are familiar to anybody who has actually hung around around trucks. A vibration that appears at a certain speed. A balanced thump on departure. A clunk when moving from drive to reverse. A high-pitched whine or a rough feel through the seat and floor. Sometimes the issue is a used U-joint, sometimes a dinged up shaft, and sometimes the angles are just incorrect after a suspension change.

It is tempting to ignore a mild driveline vibration if the truck still drives. That is an error. Vibration is not just sound. It is energy going someplace it needs to not, into bearings, seals, transfer case elements, carrier bearings, and even cab 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 large tires. Custom work matters because the truck's actual geometry matters.

A driveshaft length must fit the suspension height and travel. Too short 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 just as much. U-joints work best within a sensible operating range, and when the front and rear angles are not set correctly, the joints accelerate and decrease unevenly. That can produce 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 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 just appears above a specific speed, which leads individuals to believe tires. Tires deserve assessment, 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, gear changes, or power upgrades. Any of those can modify the load path enough to validate rechecking the shaft, joints, slip yoke engagement, and provider bearing position.

Performance is not only about speed

Truck owners often speak about efficiency as if it implies horsepower alone. On a working truck, performance is more comprehensive than that. It includes smooth power shipment, stable towing, predictable handling, and the capability to bring a load without penalizing 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 introducing with a trailer, crawling a task website, or climbing out of soft ground. A well-matched driveline reduces loss and vibration, which assists the truck feel calmer under throttle. That peace matters on long drives, where motorist tiredness becomes its own sort of performance loss.

There is likewise an indirect benefit that gets ignored. Trucks that run smoother tend to hold together better. Less vibration methods less fastener loosening, less bushing wear, and less tension on welds, mounts, and seals. With time, those small cost savings add up. A fleet manager may observe it in lowered downtime. A personal owner

might observe it in fewer shop check outs 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 conversations typically concentrate on brakes and tires, which is reasonable. However the hardware that keeps the axle situated and the powertrain linked deserves the exact same severity. A truck with the incorrect U-bolts or a compromised driveline is not just less fine-tuned. It is less predictable.

The axle ought to sit squarely on the springs and stay there. The driveline should spin real and deal with load without chatter or imbalance. When either of those systems is off, the truck can respond in ways the motorist can not fully control. An unsteady rear axle can impact lane tracking and braking stability. A failing driveline can secure, separate, or damage neighboring elements, especially if a universal joint fails at speed.

A few useful habits help reduce danger. After any suspension work, U-bolts ought to be looked for proper torque according to the hardware and application being used. After a driveline modification, the truck should be roadway evaluated for vibration at the speeds where problems frequently appear. New parts ought to be examined after initial burglary, since clamp load can settle and reveal anything that was missed throughout assembly. None of this is glamorous, however it is the difference in between a truck that stays trustworthy and one that keeps returning with the very same complaint.



What quality looks like in the shop

Good truck parts normally expose themselves before they are even set up. With custom U bolts, quality begins with accurate dimensions, tidy threads, correct product, and a bend that matches the axle and spring pack correctly. The legs should be long enough to allow protected nut engagement without excessive additional thread. The surface ought to be fit to the environment, whether that suggests 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 use, and power level. Those concerns are not filler. They are the difference in between a shaft that simply 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 appears close enough. That is how repeat labor starts. The part arrives, it almost fits, the store improvises, and the truck comes back with the very same vibration or a new one. Great builders and repair shops

learn to decrease on these parts due to the fact that they understand the downstream expense of being "close enough."

The discussions worth having before you buy

Truck owners do much better when they ask a couple of specific concerns before ordering hardware or scheduling a driveline build. These are not scholastic concerns, they are practical ones that separate an appropriate repair from a momentary fix.

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

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

Maintenance that prevents pricey surprises

The best upkeep 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 movement at the spring plates. Inspect whether the nuts are seated correctly and whether the stack still looks square. On drivelines, check U-joints for play, grease condition if functional joints are used, and signs of shiny metal dust around caps or yokes. A bent shaft or stopping working joint typically leaves hints before it fails outright.

That attention is specifically beneficial after carrying heavy loads, running off-road, or striking a pothole hard enough to make the cab dive. Those occasions can surprise the suspension and driveline in manner ins which are not visible from the chauffeur's seat. The truck might feel fine on the next journey, but the examination later is what keeps a small problem from growing.

For trucks used hard, the period between checks must be shorter. [drivelines](#) 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 very same rate.

The parts that keep the rest of the truck honest

There is a reason skilled specialists focus on custom U bolts and drivelines before they chase after more significant fixes. These truck parts tell the reality about fit, load, and alignment. If the rear axle is clamped correctly and the driveline is working as designed, a truck tends to feel calmer, stronger, and more predictable. If either one is compromised, the truck typically spends the next couple of thousand miles broadcasting the problem in noise, vibration, and wear.

That is why these components should have more respect than they generally get. They are not devices. They are structural and mechanical anchors for the method a truck acts on the roadway and under load. When they are selected thoroughly, installed properly, and consulted the very same seriousness given to brakes or tires, the result is a truck that carries out better and remains more secure for longer.

A truck does not require fancy parts to make trust. It needs the best hardware in the best location, tightened properly, balanced correctly, and matched to the job. Custom U bolts and effectively constructed drivelines do

exactly that, and they do it quietly, which is frequently 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](#)

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