

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 used part away from a roadside failure. That is the part lots of owners learn the difficult way. The apparent pieces get attention first, tires, brakes, shocks, perhaps a lift

package or a fresh set of wheels. The less noticeable truck parts frequently decide whether the vehicle remains directly, 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 glamorous parts, and they typically do not get gone over up until something is loose, bent, vibrating, or broken. But in daily use, the ideal U-bolts and a correctly matched driveline do more than keep a truck moving. They secure suspension geometry, protect axle positioning, decrease vibration, and assist the driveline provide torque in a regulated method. On a work truck, a tow rig, or a modified 4x4, that distinction shows up in ride quality, tire wear, fuel usage, 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, numerous others respond. Raise the suspension and the axle angle changes. Include weight in the bed and the spring pack settles. Swap axles, modify wheelbase, or increase engine output and the driveline geometry may no longer more than happy. The result is often noise first, then vibration, then accelerated 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 motion 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 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 fail under load.

The practical fact is easy. A truck hardly ever fails simultaneously. It usually starts with a small warning that is easy to overlook, until the warning becomes expensive.

Custom U bolts: small hardware, large consequences

U-bolts look uncomplicated. 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 just holding parts together, they are keeping clamp force in an environment full of impact, heat, corrosion, and load cycling.

Factory hardware is designed around factory geometry. As soon as the truck changes, the old hardware may no longer be perfect. Raised suspensions, swapped spring packs, heavier service bodies, aftermarket axles, and larger brake setups can all require custom U bolts. The custom part is not about design. It is about proper fit, sufficient 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 capturing enough thread to feel safe, and the axle had actually started to walk on the spring perch. I have actually likewise seen the opposite, U-bolts that were technically enough time but not sized correctly for the spring stack or plate density, leaving too much exposed thread and a weak clamp under duplicated flex. The hardware existed, however the fit was wrong.

A correct set of custom U bolts must match the axle size, spring pack width, plate style, and the precise stack height of the assembly. That sounds simple until you begin representing leaf spring add-a-leaf packs, overload leaves, bump stop changes, and lift blocks. The real world rarely follows a catalog drawing.

The expense of getting U-bolts wrong

Poor U-bolt fit does not always announce itself with a dramatic failure. More frequently 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 [drivelines](#) over rough pavement. In some cases, the driver hears a clunk that reoccurs with load transfer. Those are the type of symptoms that get blamed on shocks, bushings, or positioning, when the origin is a weak or mismatched axle clamp.

There is also a security problem that deserves attention. If the axle shifts relative to the spring pack, steering feel and tracking can alter enough to matter, especially on a loaded truck or a tow lorry 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 danger. Trucks in salt states, coastal areas, or heavy washdown environments pay for disregarded hardware. Rust decreases cross-sectional strength, seizes nuts, and can make re-torquing impossible without replacement. A U-bolt that looks acceptable from a distance may be thinned down near the threads or damaged under the bend where moisture 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 location, drivelines are about transmitting power without drama. An excellent driveline is quiet, smooth, and easy to forget. A bad one reminds 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 roadway shock. On trucks, especially customized ones, the margin for error gets smaller quickly. Raise the suspension and the operating angle changes. Extend the wheelbase and the shaft may require to be reworked. Boost horsepower and the initial tubing, yokes, or universal joints may no longer be up to the job. Even a truck that has not been customized can need driveline service as soon as use, rust, or balance issues begin showing up.

The most common indication are familiar to anyone who has actually hung out 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 flooring. Sometimes the concern is a worn U-joint, sometimes a dinged up shaft, and in some cases 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 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 method around

There is no universal driveline option. 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 limit at full extension. Too long and it can bottom out, harming the transmission or transfer case output. The angle matters just as much. U-joints work best within a sensible operating variety, and when the front and rear angles are not set properly, the joints speed up and decrease 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 become a quantifiable

vibration once the shaft is spinning fast enough. On some trucks the concern just appears above a specific speed, which leads people to believe tires. Tires deserve assessment, but 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 cope with compromise. That is especially valuable after suspension lifts, axle swaps, equipment changes, or power upgrades. Any of those can change the load course enough to validate rechecking the shaft, joints, slip yoke engagement, and provider bearing position.

Performance is not just about speed

Truck owners frequently talk about efficiency as if it means horsepower alone. On a working truck, efficiency is more comprehensive than that. It consists of smooth power delivery, stable towing, foreseeable handling, and the capability to bring a load without penalizing the drivetrain. Custom U bolts and drivelines influence all of it.

A safe axle install helps the truck put power down consistently. That matters when introducing with a trailer, crawling a task site, or climbing up 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 motorist tiredness becomes its own type of efficiency loss.

There is likewise an indirect advantage that gets overlooked. 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 little savings accumulate. A fleet manager may notice it in reduced 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 begins with geometry and clamp load

Safety conversations often concentrate on brakes and tires, which is reasonable. However the hardware that keeps the axle situated and the powertrain connected should have the very same seriousness. A truck with the wrong U-bolts or a jeopardized driveline is not just less refined. It is less predictable.

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

A few useful habits help in reducing threat. After any suspension work, U-bolts ought to be looked for appropriate torque according to the hardware and application being used. After a driveline modification, the truck needs to be road checked for vibration at the speeds where concerns most often appear. New parts should be examined after initial burglary, due to the fact that clamp load can settle and expose anything that was missed out on during assembly. None of this is glamorous, but it is the difference between a truck that remains dependable and one that keeps returning with the 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 precise measurements, tidy threads, appropriate material, and a bend that matches the axle and spring pack correctly. The legs ought to be long enough to permit safe nut engagement without excessive additional thread.

The surface should be matched to the environment, whether that suggests plain steel for a protected 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 usage, and power level. Those concerns are not filler. They are the distinction 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 tempting to accept the first part that appears close enough. That is how repeat labor begins. The part shows up, it practically fits, the store improvises, and the truck comes back with the exact same vibration or a new one. Excellent home builders and service center find out to decrease on these parts due to the fact that they know the downstream cost of being "close enough."

The conversations worth having before you buy

Truck owners do much better when they ask a few specific concerns before ordering hardware or scheduling a driveline build. These are not scholastic questions, they are practical ones that separate a proper repair from a short-lived 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 altered 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 demands than one carrying 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 truthfully the truck's usage is explained, the better the part choice tends to be.



Maintenance that prevents pricey surprises

The best maintenance for these elements is not made complex, but it does need attention. At service intervals, take a look at the U-bolts for rust, thread damage, and evidence of movement at the spring plates. Check 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 indications of glossy metal dust around caps or yokes. A bent shaft or failing joint frequently leaves ideas before it fails outright.



That attention is specifically helpful after hauling heavy loads, running off-road, or striking a pothole hard enough to make the taxi jump. Those events can shock 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 assessment later is what keeps a small issue from growing.

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

The parts that keep the rest of the truck honest

There is a reason seasoned technicians pay attention to custom U bolts and drivelines before they go after more dramatic repairs. These truck parts inform the truth about fit, load, and alignment. If the rear axle is clamped effectively and the driveline is working as designed, a truck tends to feel calmer, stronger, and more predictable. If either one is compromised, the truck frequently invests the next couple of thousand miles transmitting the issue in noise, vibration, and wear.

That is why these parts should have more respect than they generally get. They are not accessories. They are structural and mechanical anchors for the way a truck acts on the road and under load. When they are chosen carefully, installed correctly, and talked to the same severity offered to brakes or tires, the outcome is a truck that carries out much better and stays much safer for longer.

A truck does not need flashy parts to earn trust. It needs the ideal hardware in the best location, tightened correctly, well balanced properly, and matched to the task. Custom U bolts and properly constructed drivelines do precisely that, and they do it silently, which is frequently 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

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Anderson Brothers Truck & Equipment has a website <https://andersonbrotherste.com/>

Anderson Brothers Truck & Equipment has Google Maps listing <https://maps.app.goo.gl/ta67Qi9fc5DCZZp7>

Anderson Brothers Truck & Equipment has Facebook page <https://www.facebook.com/andersonbrotherseugene>
Anderson Brothers Truck & Equipment has an Instagram page <https://www.instagram.com/andersonbrotherste/>
Anderson Brothers Truck & Equipment won Top Driveline and Truck Part Company 2025
Anderson Brothers Truck & Equipment earned Best Customer Service Award 2024
Anderson Brothers Truck & Equipment was awarded Best Custom U Bolts 2025

People Also Ask about Anderson Brothers Truck & Equipment

What does Anderson Brothers Truck & Equipment do in Eugene, Oregon?

Anderson Brothers Truck & Equipment is a Eugene-based truck parts and repair company that provides custom U-bolt bending, driveline repair and replacement, new and used truck parts, and other medium- and heavy-duty truck services. They have served the area since 1949.

Where is Anderson Brothers Truck & Equipment located?

Anderson Brothers Truck & Equipment is located at 2640 Highway 99 N, Eugene, Oregon 97402. Our website also lists phone number (541) 688-8686 and business hours for local customers needing parts or repair service.

How long has Anderson Brothers Truck & Equipment been in business?

Anderson Brothers has been serving Eugene since 1949. The business is a long-established local provider of truck parts, fabrication, and repair services.

Does Anderson Brothers Truck & Equipment sell new and used truck parts?

Yes. Anderson Brothers sells both new and used truck parts for medium- and heavy-duty vehicles. We focus on parts categories such as brakes and drums, wheel shafts, Baldwin filters, straps and tie downs, exhaust parts, and other accessories.

Does Anderson Brothers Truck & Equipment offer local truck parts delivery?

Yes. The company offers local delivery for truck parts in Eugene and Springfield, and our truck parts page also notes delivery to Eugene, Springfield, and surrounding areas.

What driveline services does Anderson Brothers Truck & Equipment provide?

Anderson Brothers specializes in custom driveline solutions, including driveline replacement, drive shaft repair, and precision fabrication. These services are available for heavy trucks, cars, and pickup trucks.

Can Anderson Brothers Truck & Equipment make custom U-bolts?

Yes. We offer custom U-bolt bending in Eugene and can produce U-bolts in different lengths, widths, thread sizes, and thicknesses. We can bend both round and square U-bolts depending on the application.

What truck repair services does Anderson Brothers Truck & Equipment offer?

We perform repair and maintenance work for medium- and heavy-duty trucks, including flywheel resurfacing, oil changes, brake services, suspension repair, and king pin replacement. We work to reduce downtime and keep trucks performing at their best.

What truck brands does Anderson Brothers Truck & Equipment service and supply parts for?

Anderson Brothers says it services and supplies parts for major truck and equipment brands including Freightliner, Kenworth, Peterbilt, Mack, Volvo, and Cummins, among others.

Who owns Anderson Brothers Truck & Equipment?

Anderson Brothers is now led by the Weld Family, who also own Buck's Sanitary Services and Royal Flush Environmental Services. The current ownership remains focused on serving Eugene and the surrounding community.

Where is Anderson Brothers Truck & Equipment located?

The Anderson Brothers Truck & Equipment is conveniently located at 2640 State Hwy 99 N #1, Eugene, OR 97402. You can easily find directions on [Google Maps](#) or call at (541) 688-8686 Monday through Friday 7:30am to 6:00pm, Saturday 8:00am to 2:00pm. Closed Sundays.

How can I contact Anderson Brothers Truck & Equipment?

You can contact Anderson Brothers Truck & Equipment by phone at: [\(541\) 688-8686](tel:5416888686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

Fans attending events at [Autzen Stadium](#) can find nearby professionals offering Drivelines services, Custom U Bolts manufacturing, and heavy-duty Truck Parts.