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 10 feet away and still be one worn component away from a roadside failure. That is the part lots of owners learn the hard method. The obvious pieces get attention initially, tires, brakes, shocks,

perhaps a lift package or a fresh car. The less noticeable truck parts often choose whether the automobile remains straight, brings a load securely, and puts power to the ground without shaking itself apart. Custom U bolts and drivelines sit near the center of that conversation.

These are not glamorous parts, and they usually do not get gone over till something is loose, bent, vibrating, or broken. But in everyday usage, the ideal U-bolts and an effectively matched driveline do more than keep a truck moving. They protect suspension geometry, preserve 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 distinction appears in ride quality, tire wear, fuel usage, 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, several others react. Raise the suspension and the axle angle changes. Include weight in the bed and the spring pack settles. Swap axles, change wheelbase, or increase engine output and the driveline geometry may no longer be happy. The outcome is frequently noise first, then vibration, then accelerated wear.

That is where custom U bolts and drivelines can be found in. U-bolts clamp the axle securely to the spring pack or suspension perch. If the clamp load is wrong, the axle can move a little under torque or braking. Even a couple of millimeters of motion can alter handling and put stress on the spring center pin, the perches, and neighboring 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 may shake at speed or fail under load.

The useful fact is easy. A truck hardly ever fails all at once. It usually starts with a little caution that is easy to overlook, up until the caution becomes expensive.



Custom U bolts: small hardware, large consequences

U-bolts look straightforward. 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, deterioration, and load cycling.

Factory hardware is developed around factory geometry. When the truck changes, the old hardware may no longer be ideal. Raised suspensions, switched spring packs, much heavier service bodies, aftermarket axles, and larger brake setups can all call for custom U bolts. The custom part is not about design. It has to do with correct fit, adequate thread engagement, and the right bend radius and leg length for the application.

In the field, I have seen trucks come in with too-short U-bolt legs after a spring overhaul. The nuts were barely capturing enough thread to feel protected, and the axle had actually started to walk on the spring perch. I have also seen the opposite, U-bolts that were technically enough time but not sized correctly for the spring stack or plate thickness, leaving too much exposed thread and a weak clamp under duplicated flex. The hardware was there, however the fit was wrong.

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

The cost of getting U-bolts wrong

Poor U-bolt fit does not always announce itself with a significant failure. More often 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. Sometimes, the chauffeur hears a clunk that reoccurs with load transfer. Those are the kinds of symptoms that get blamed on shocks, bushings, or positioning, when the source is a weak or mismatched axle clamp.

There is likewise a safety problem that is worthy of attention. If the axle moves relative to the spring pack, guiding feel and tracking can change enough to matter, specifically on a crammed truck or a tow vehicle coming down a grade. The axle area is not a cosmetic detail. It becomes part of the truck's stability architecture.

Corrosion produces another layer of danger. Trucks in salt states, seaside regions, or heavy washdown environments spend for neglected hardware. Rust minimizes cross-sectional strength, takes nuts, and can make re-torquing impossible without replacement. A U-bolt that looks appropriate from a distance might be thinned

down near the threads or deteriorated 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 currently have passed.

Drivelines are where vibration tells the truth

If U-bolts have to do with holding geometry in location, drivelines are about sending power without drama. An excellent driveline is quiet, 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 should deal with torsional force, altering angles, suspension travel, and roadway shock. On trucks, especially customized ones, the margin for mistake gets smaller quickly. Lift the suspension and the operating angle changes. Lengthen the wheelbase and the shaft may require to be revamped. Boost horse power and the original tubing, yokes, or universal joints may no longer depend on the job. Even a truck that has not been customized can need driveline service when use, rust, or balance issues start showing up.

The most common warning signs are familiar to anyone who has hung around around trucks. A vibration that appears at a specific speed. A balanced thump on takeoff. 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 used U-joint, in some cases a dented shaft, and sometimes the angles are merely incorrect after a suspension change.

It is tempting to overlook a moderate driveline vibration if the truck still drives. That is an error. Vibration is not just noise. It is energy going someplace it must not, into bearings, seals, transfer case parts, carrier bearings, and even cab mounts.

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

There is no universal driveline option. A half-ton with periodic light towing does not ask the 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 must match the suspension height and travel. Too short and the shaft can pull apart under droop or hit an operating limit at complete 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 reasonable operating variety, and when the front and rear angles are not set correctly, the joints accelerate and slow down unevenly. That can create 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 small 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 quick enough. On some trucks the problem just appears above a specific speed, which leads individuals to believe tires. Tires deserve inspection, 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 live with compromise. That is specifically important after suspension lifts, axle swaps, gear changes, or power upgrades. Any of those can modify the load path enough to justify reconsidering the shaft, joints, slip yoke engagement, and carrier bearing position.

Performance is not only about speed

Truck owners often speak about efficiency as if it implies horsepower alone. On a working truck, efficiency is wider than that. It includes smooth power shipment, steady towing, predictable handling, and the capability to carry a load without penalizing the drivetrain. Custom U bolts and drivelines influence all of it.

A secure axle install helps the truck put power down regularly. That matters when releasing with a trailer, crawling a task website, or climbing up 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 chauffeur fatigue becomes its own type of performance loss.

There is also an indirect benefit that gets overlooked. Trucks that run smoother tend to hold together better. Less vibration means less fastener loosening, less bushing wear, and less stress on welds, installs, and seals. With time, those small cost savings add up. A fleet manager might see it in lowered downtime. A private owner may see it in less store visits 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 typically focus on brakes and tires, which is fair. But the hardware that keeps the axle situated and the powertrain linked deserves the very same severity. A truck with the incorrect U-bolts or a jeopardized driveline is not just less fine-tuned. It is less predictable.

The axle should sit directly on the springs and remain there. The driveline ought to spin true and handle 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 affect lane tracking and braking stability. A stopping working driveline can secure, different, or damage neighboring elements, especially if a universal joint fails at speed.

A few practical 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 checked for vibration at the speeds where problems most often appear. New parts need to be checked after preliminary break-in, since clamp load can settle and reveal anything that was missed throughout assembly. None of this is attractive, 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 generally expose themselves before they are even installed. With custom U bolts, quality begins with precise dimensions, clean threads, appropriate material, and a bend that matches the axle and spring pack correctly. The legs must be long enough to permit safe nut engagement without excessive extra thread. The finish should be fit 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 ask about trip height, wheelbase, suspension travel, meant use, and power level. Those questions are not filler. They are the distinction in between a shaft that simply fits and one that survives.

A hurried order Anderson Brothers Truck & Equipment drivelines frequently costs more than a mindful one. If the truck is down, it is appealing to accept the first part that seems close enough. That is how repeat labor starts. The part arrives, it nearly fits, the store improvises, and the truck comes back with the very same vibration or a new one. Excellent builders and service center learn to slow down on these parts since they understand the downstream expense of being "close enough."

The discussions worth having before you buy

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

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

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

Maintenance that prevents pricey surprises

The finest maintenance for these parts is not made complex, but it does require attention. At service intervals, take a look at the U-bolts for rust, thread damage, and evidence of motion at the spring plates. Examine whether the nuts are seated correctly and whether the stack still looks square. On drivelines, inspect U-joints for play, grease condition if functional joints are used, and indications of shiny metal dust around caps or yokes. A bent shaft or stopping working joint frequently leaves ideas before it stops working outright.

That attention is specifically helpful after transporting heavy loads, running off-road, or hitting a hole hard enough to make the cab dive. Those events can shock the suspension and driveline in ways that are not noticeable from the motorist's seat. The truck may feel great on the next journey, however the evaluation later is what keeps a small issue from growing.

For trucks used hard, the interval between checks ought to be much 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 rest of the truck honest

There is a reason seasoned technicians 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 secured correctly and the driveline is working as developed, a truck tends to feel calmer, more powerful, and more foreseeable. If either one is compromised, the truck often spends the next couple of thousand miles relaying the issue in sound, vibration, and wear.

That is why these elements deserve more regard than they normally get. They are not accessories. They are structural and mechanical anchors for the method a truck behaves on the roadway and under load. When they are chosen carefully, set up correctly, and checked with the same seriousness provided to brakes or tires, the result is a truck that performs better and stays much safer for longer.

A truck does not need flashy parts to earn trust. It needs the right hardware in the best location, tightened up appropriately, well balanced properly, and matched to the job. Custom U bolts and correctly constructed drivelines do exactly that, and they do it silently, which is frequently the 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/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 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, visit their website at https://andersonbrotherste.com/ or connect on social media via Facebook or Instagram

While exploring the exhibits at the Lane County History Museum, many drivers know they can find nearby support for Drivelines repair, Custom U Bolts manufacturing, and quality Truck Parts.