

Business Name: Anderson Brothers Truck & Equipment

Address: 2640 State Hwy 99 N #1, Eugene, OR 97402

Phone: (541) 688-8686

Anderson Brothers Truck & Equipment

Anderson Brothers Truck & Equipment is a long-established truck parts and repair company located in Eugene, Oregon. Founded in 1949, the business has served the region for more than 70 years, building a reputation as a reliable source for heavy-duty truck parts, custom fabrication, and equipment repair. The company works with commercial vehicle owners, fleets, and equipment operators who need dependable parts and services to keep their trucks operating safely and efficiently.

A core focus of Anderson Brothers is providing specialized services for heavy-duty trucks and equipment. Their shop offers custom driveline fabrication and repair, helping customers build, rebuild, or balance drivelines for a wide range of applications. They also specialize in custom U-bolt bending and fabrication, producing precisely sized components for trucks and other heavy equipment. In addition, the company sells both new and used truck parts, stocking a large inventory and offering local delivery in the Eugene and Springfield areas.

Beyond parts sales, Anderson Brothers provides repair and maintenance services for truck components such as transmissions, differentials, and related systems. Their experienced team focuses on delivering practical, cost-effective solutions that help keep trucks and equipment running reliably. With decades of experience and a commitment to local service, Anderson Brothers Truck & Equipment continues to support the trucking and transportation industries throughout Eugene and surrounding communities.

[View on Google Maps](#)

2640 State Hwy 99 N #1, Eugene, OR 97402

Business Hours

- Monday: 7:30 AM–6 PM
- Tuesday: 7:30 AM–6 PM
- Wednesday: 7:30 AM–6 PM
- Thursday: 7:30 AM–6 PM
- Friday: 7:30 AM–6 PM
- Saturday: 8 AM–2 PM
- Sunday: Closed

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A truck can look strong from ten feet away and still be one worn element far from a roadside failure. That is the part many owners learn the tough way. The obvious pieces get attention first, tires, brakes, shocks, perhaps a lift

package or a fresh car. The less noticeable truck parts typically choose whether the lorry stays directly, 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 typically do not get discussed till something is loose, bent, vibrating, or broken. But in everyday usage, the right U-bolts and an appropriately matched driveline do more than keep a truck moving. They secure suspension geometry, preserve axle positioning, lower vibration, and help the driveline deliver 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 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, numerous others respond. Raise the suspension and the axle angle modifications. Include weight in the bed and the spring pack settles. Swap axles, alter wheelbase, or increase engine output and the driveline geometry might no longer enjoy. The outcome is often sound first, then vibration, then accelerated wear.

That is where custom U bolts and drivelines come in. U-bolts clamp the axle safely to the spring pack or suspension perch. If the clamp load is wrong, the axle can shift a little under torque or braking. Even a few millimeters of movement can change handling and put stress on the spring center pin, the perches, and close-by 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 may shake at speed or stop working under load.

The practical fact is basic. A truck hardly ever stops working at one time. It normally starts with a small caution that is simple to ignore, till the caution becomes expensive.

Custom U bolts: little 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 serious work. They are not just holding parts together, they are maintaining clamp force in an environment filled with effect, heat, rust, and load cycling.

Factory hardware is created around factory geometry. As soon as the truck changes, the old hardware may no longer be ideal. Lifted suspensions, switched spring packs, heavier service bodies, aftermarket axles, and larger brake setups can all call for custom U bolts. The custom part is not about style. It is about correct fit, appropriate thread engagement, and the right bend radius and leg length for the application.

In the field, I have seen trucks can be found in with too-short U-bolt legs after a spring overhaul. The nuts were barely capturing enough thread to feel safe, and the axle had actually started to stroll on the spring perch. I have also seen the opposite, U-bolts that were technically long enough however 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 should match the axle diameter, spring pack width, plate design, and the exact stack height of the assembly. That sounds easy till 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 cost of getting U-bolts wrong

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

There is also a security problem that is worthy of attention. If the axle shifts relative to the spring pack, steering feel and tracking can change enough to matter, particularly on a packed truck or a tow car coming down a grade. The axle location is not a cosmetic detail. It belongs to the truck's stability architecture.

Corrosion produces another layer of danger. Trucks in salt states, seaside areas, or heavy washdown environments pay for ignored hardware. Rust decreases cross-sectional strength, seizes 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 weakened 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 currently have passed.

Drivelines are where vibration tells the truth

If U-bolts have to do with holding geometry in place, drivelines are about transmitting power without drama. A good 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, especially modified ones, the margin for mistake gets smaller sized quick. Raise the suspension and the operating angle changes. Lengthen the wheelbase and the shaft might require to be reworked. Boost horsepower and the original tubing, yokes, or universal joints may no longer depend on the task. Even a truck that has actually not been customized can require driveline service when use, rust, or balance issues begin revealing up.

The most typical warning signs recognize to anybody who has actually spent time 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 issue is a worn U-joint, sometimes a dinged up shaft, and often the angles are just incorrect after a suspension change.

It is appealing to ignore a mild driveline vibration if the truck still drives. That is a mistake. Vibration is not simply sound. It is energy going someplace it ought to 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 solution. A half-ton with occasional light towing does not ask the same thing of a shaft as a medium-duty service truck or a lifted diesel with extra-large tires. Custom work matters due to the fact that the truck's actual geometry matters.

A driveshaft length need to fit the suspension height and travel. Too brief and the shaft can pull apart under droop or strike an operating limit at complete 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 an affordable operating variety, and when the front and rear angles are not set correctly, the joints speed up and decrease unevenly. That can develop vibration even when every part looks new.

Balance also matters more than lots of owners anticipate. 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 measurable vibration

once the shaft is spinning quick enough. On some trucks the issue only appears above a specific speed, which leads people to think tires. Tires are worthy of examination, but a balanced truck needs both wheel balance and driveline health.

Custom work lets the driveline fit the application rather than requiring the application to live with compromise. That is specifically valuable after suspension lifts, axle swaps, gear modifications, or power upgrades. Any of those can alter the load course enough to validate reconsidering the shaft, joints, slip yoke engagement, and carrier bearing position.

Performance is not just about speed

Truck owners frequently talk about efficiency as if it suggests horsepower alone. On a working truck, performance is wider than that. It includes smooth power shipment, stable towing, predictable handling, and the ability to carry a load without penalizing the drivetrain. Custom U bolts and drivelines influence all of it.

A protected axle install helps the truck put power down consistently. That matters when introducing with a trailer, crawling a job website, 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 methods less fastener loosening, less bushing wear, and less stress on welds, installs, and seals. Gradually, those small savings add up. A fleet supervisor might discover it in minimized downtime. A personal owner may see it in fewer shop sees 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 discussions frequently concentrate on brakes and tires, which is reasonable. However the hardware that keeps the axle situated and the powertrain connected is worthy of the same seriousness. A truck with the wrong U-bolts or a jeopardized driveline is not simply less fine-tuned. It is less predictable.

The axle must sit directly on the springs and remain there. The driveline ought to spin real and manage load without chatter or imbalance. When either of those systems is off, the truck can respond in methods the motorist can not completely control. An unsteady rear axle can impact lane tracking and braking stability. A failing driveline can lock up, separate, or damage nearby parts, especially if a universal joint fails at speed.

A few practical habits help reduce risk. After any suspension work, U-bolts need to be checked for correct torque according to the hardware and application being used. After a driveline change, the truck ought to be road checked for vibration at the speeds where issues frequently appear. New parts must 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 attractive, but it is the difference between a truck that remains reputable and one that keeps returning with the very same complaint.

What quality looks like in the shop

Good truck parts normally reveal themselves before they are even installed. With custom U bolts, quality starts with precise dimensions, clean threads, appropriate material, and a bend that matches the axle and spring pack properly. The legs ought to be long enough to permit protected nut engagement without extreme additional thread. The finish ought to be fit to the environment, whether that indicates 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 store that takes driveline work seriously will ask about ride height, wheelbase, suspension travel, meant usage, and power level. Those questions are not filler. They are the difference in between a shaft that merely fits and one that survives.

A rushed order frequently costs more than a mindful one. If the truck is down, it is appealing to accept the very first part that appears close enough. That is how repeat labor begins. The part shows up, it almost fits, the store improvises, and the truck returns with the very same vibration or a new one. Great builders and service center find out to decrease on these parts due to the fact that 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 couple of particular concerns before purchasing hardware or scheduling a driveline build. These are not scholastic concerns, they are practical ones that separate a correct repair from a momentary fix.

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

Those information shape the best answer. The part number matters, however so does context. A truck that tows a horse trailer on weekends has different demands than one carrying 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 truthfully the truck's usage is described, the much better the part choice tends to be.

Maintenance that avoids pricey surprises

The finest upkeep for these elements is not made complex, however it does need attention. At service intervals, take a look at the U-bolts for rust, thread damage, and evidence of motion at the spring plates. Check whether the nuts are seated appropriately and whether the stack still looks square. On drivelines, inspect 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 frequently leaves hints before it fails outright.

That attention is especially beneficial after transporting heavy loads, running off-road, or hitting a pothole hard enough to make the cab dive. Those occasions can stun the suspension and driveline in ways that are not noticeable from the motorist's seat. The truck might feel fine on the next journey, but the evaluation afterward is what keeps a little concern from growing.

For trucks used hard, the period between checks should be shorter. That is not an overreaction. It is respect for the task 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 factor skilled service technicians take notice of custom U bolts and drivelines before they go after more remarkable fixes. These truck parts inform the truth 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, stronger, and more predictable. If either one is jeopardized, the truck frequently spends the next couple of thousand miles relaying the problem in sound, vibration, and wear.

That is why these components are worthy of more regard than they typically get. They are not devices. They are structural and mechanical anchors for the method a truck behaves on the roadway and under load. When they are selected thoroughly, installed properly, and contacted the same seriousness provided to brakes or tires, the outcome is a truck that carries out much better and remains much safer for longer.

A truck does not require fancy parts to earn trust. It needs the ideal hardware in the best location, tightened up appropriately, well balanced properly, and matched to the task. Custom U bolts and correctly constructed drivelines do exactly that, [andersonbrotherste.com truck parts](https://andersonbrotherste.com) 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.