

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 lots of owners discover the difficult method. The obvious pieces get attention initially, tires, brakes, shocks,

maybe a lift set or a fresh set of wheels. The less visible truck parts often decide whether the vehicle 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 attractive parts, and they typically do not get discussed until something is loose, bent, vibrating, or broken. But in everyday use, the right U-bolts and an effectively matched driveline do more than keep a truck moving. They safeguard suspension geometry, protect axle alignment, lower vibration, and assist the driveline deliver torque in a controlled way. On a work truck, a tow rig, or a customized 4x4, that difference 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 modifications, several others react. Raise the suspension and the axle angle modifications. Add weight in the bed and the spring pack settles. Swap axles, modify wheelbase, or increase engine output and the driveline geometry may no longer more than happy. The outcome is often sound 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 shift slightly under torque or braking. Even a few 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 accountable 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 practical reality is basic. A truck seldom fails simultaneously. It generally begins with a little warning that is easy to neglect, until the warning becomes expensive.

Custom U bolts: small hardware, big consequences

U-bolts look straightforward. A bent steel fastener with threads on both ends, a few nuts, and a plate. Yet they are doing serious work. They are not just holding parts together, they are preserving clamp force in an environment full of effect, heat, rust, and load cycling.

Factory hardware is developed around factory geometry. As soon as the truck changes, the old hardware might no longer be ideal. Raised suspensions, swapped 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 style. It has to do with appropriate fit, sufficient thread engagement, and the right bend radius and leg length for the application.

In the field, I have actually seen trucks come in with too-short U-bolt legs after a spring overhaul. The nuts were barely catching enough thread to feel safe and secure, and the axle had 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 thickness, leaving excessive exposed thread and a weak clamp under repeated flex. The hardware was there, however the fit was wrong.

A proper set of custom U bolts ought to match the axle diameter, spring pack width, plate style, and the precise stack height of the assembly. That sounds simple until you start representing leaf spring add-a-leaf packs, overload leaves, bump stop changes, and lift blocks. The real life hardly ever follows a catalog drawing.

The cost of getting U-bolts wrong

Poor U-bolt fit does not always reveal [custom U bolts](#) itself with a remarkable failure. More frequently it appears as subtle and expensive 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 kinds of signs that get blamed on shocks, bushings, or alignment, when the source is a weak or mismatched axle clamp.

There is likewise a security issue that deserves attention. If the axle shifts relative to the spring pack, guiding feel and tracking can alter enough to matter, particularly on a loaded truck or a tow car descending a grade. The axle area is not a cosmetic detail. It is part of the truck's stability architecture.

Corrosion develops another layer of risk. Trucks in salt states, seaside regions, or heavy washdown environments spend for ignored hardware. Rust decreases cross-sectional strength, takes nuts, and can make re-torquing difficult without replacement. A U-bolt that looks acceptable from a distance may be thinned down near the threads or weakened 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 might currently have passed.



Drivelines are where vibration tells the truth

If U-bolts have to do with holding geometry in place, drivelines have to do with transmitting power without drama. A great 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 handle torsional force, changing angles, suspension travel, and road shock. On trucks, specifically modified ones, the margin for mistake gets smaller sized quickly. Raise the suspension and the operating angle modifications. Lengthen the wheelbase and the shaft might need to be reworked. Increase horsepower and the original 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 once wear, rust, or balance issues begin revealing up.

The most common warning signs are familiar to anybody who has actually spent time around trucks. A vibration that appears at a certain speed. A rhythmic thump on departure. A clunk when moving from drive to reverse. A high-pitched whine or a rough feel through the seat and flooring. Often the problem is a used U-joint, often a dented shaft, and often the angles are merely incorrect after a suspension change.

It is tempting to ignore a moderate driveline vibration if the truck still drives. That is an error. Vibration is not simply sound. It is energy going somewhere it ought to not, into bearings, seals, transfer case components, 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 periodic light towing does not ask the very 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 match the suspension height and travel. Too brief and the shaft can pull apart under droop or strike an operating limit at full extension. Too long and it can bottom out, damaging the transmission or transfer case output. The angle matters simply as much. U-joints work best within a reasonable operating variety, and when the front and rear angles are not set correctly, the joints speed up and slow down unevenly. That can create vibration even when every part looks new.

Balance likewise matters more than many owners anticipate. A driveline spinning at highway speed does not forgive a little mass mistake. A little dent, a bent tube, or a missing balance weight can become a quantifiable vibration once the shaft is spinning quick enough. On some trucks the concern just appears above a certain speed, which leads individuals to think tires. Tires deserve evaluation, however a well balanced truck needs 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 particularly important after suspension lifts, axle swaps, gear modifications, or power upgrades. Any of those can modify the load course enough to validate rechecking the shaft, joints, slip yoke engagement, and provider bearing position.

Performance is not just about speed

Truck owners typically speak about performance as if it means horsepower alone. On a working truck, efficiency is wider than that. It consists of smooth power delivery, steady towing, predictable handling, and the capability to carry a load without punishing the drivetrain. Custom U bolts and drivelines affect all of it.

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

There is likewise an indirect benefit that gets ignored. Trucks that run smoother tend to hold together better. Less vibration methods less fastener loosening, less bushing wear, and less stress on welds, installs, and seals. In time, those little savings build up. A fleet supervisor might notice it in lowered downtime. A personal owner may discover it in less shop 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 conversations frequently focus on brakes and tires, which is fair. However the hardware that keeps the axle situated and the powertrain linked should have the exact same seriousness. 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 directly on the springs and remain there. The driveline ought to spin true and manage load without chatter or imbalance. When either of those systems is off, the truck can react in methods the driver can not totally control. An unstable rear axle can impact lane tracking and braking stability. A stopping working driveline can secure, different, or damage nearby components, specifically if a universal joint fails at speed.

A couple of useful routines help in reducing risk. After any suspension work, U-bolts should be looked for correct torque according to the hardware and application being used. After a driveline modification, the truck must be roadway tested for vibration at the speeds where concerns frequently appear. New parts need to be checked after initial burglary, due to the fact that clamp load can settle and expose anything that was missed throughout assembly. None of this is glamorous, but it is the difference in 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 usually expose themselves before they are even installed. With custom U bolts, quality starts with precise dimensions, tidy threads, correct product, and a bend that matches the axle and spring pack correctly. The legs should be long enough to allow safe and secure nut engagement without excessive extra thread. The surface ought to be fit to the environment, whether that suggests plain steel for a safeguarded 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 store that takes driveline work seriously will ask about ride height, wheelbase, suspension travel, intended use, and power level. Those questions are not filler. They are the difference in between a shaft that simply fits and one that survives.

A rushed order typically 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 gets here, it nearly fits, the store improvises, and the truck comes back with the same vibration or a new one. Excellent builders and service center learn to decrease on these parts since 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 purchasing hardware or scheduling a driveline build. These are not scholastic questions, they are useful ones that separate a correct repair from a temporary fix.

What is the truck actually doing now, and under what conditions does the issue appear? Is the problem vibration at a certain speed, axle shift under load, rusted hardware, or a current suspension modification? Has the wheelbase changed? Is the truck raised 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 information 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 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 honestly the truck's use is described, the better the part selection tends to be.

Maintenance that avoids costly surprises

The finest upkeep for these elements is not made complex, however it does need attention. At service intervals, look at the U-bolts for rust, thread damage, and evidence of motion at the spring plates. Inspect 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 useful after hauling heavy loads, running off-road, or striking a pothole hard enough to make the taxi dive. Those events can surprise the suspension and driveline in ways that are not noticeable from the driver's seat. The truck might feel fine on the next journey, but the evaluation afterward is what keeps a small concern from growing.

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

The parts that keep the rest of the truck honest

There is a factor experienced technicians pay attention to custom U bolts and drivelines before they go after more significant repairs. These truck parts tell the reality about fit, load, and positioning. If the rear axle is clamped effectively and the driveline is working as developed, a truck tends to feel calmer, stronger, and more foreseeable. If either one is compromised, the truck typically invests the next couple of thousand miles transmitting the issue in sound, vibration, and wear.

That is why these components deserve more regard than they generally 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 selected carefully, installed properly, and checked with the same seriousness offered to brakes or tires, the result is a truck that performs much better and stays much safer for longer.

A truck does not need fancy parts to make trust. It needs the right hardware in the right place, tightened up correctly, well balanced properly, and matched to the job. Custom U bolts and properly built drivelines do exactly that, and they do it silently, which is typically 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

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 visiting [Skinner Butte Park](#), truck owners and fleet managers nearby often rely on trusted Drivelines service, Custom U Bolts fabrication, and dependable Truck Parts to keep their vehicles running smoothly.