

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 component far from a roadside failure. That is the part lots of owners learn the tough way. The obvious pieces get attention initially, tires, brakes, shocks, maybe

a lift set or a fresh vehicle. The less noticeable truck parts typically 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 generally do not get gone over 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 safeguard suspension geometry, protect axle alignment, lower vibration, and assist the driveline provide torque in a controlled method. On a work truck, a tow rig, or a customized 4x4, that distinction appears in trip quality, tire wear, fuel use, and long-term durability.

Why these parts matter more than they get credit for

A truck is a system, not a collection of isolated parts. When one part modifications, a number of 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 sped up wear.

That is where custom U bolts and drivelines been available in. U-bolts clamp the axle safely to the spring pack or suspension perch. If the clamp load is incorrect, the axle can shift somewhat 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 accountable for transferring rotational force from the transmission or transfer case to the axle. If its length, angle, balance, or joint condition is off, the truck may shake at speed or fail under load.

The useful truth is basic. A truck hardly ever fails all at once. It normally [drivelines Anderson Brothers Truck & Equipment](#) begins with a little caution that is easy to neglect, up until the warning becomes expensive.

Custom U bolts: small hardware, big consequences

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

Factory hardware is created around factory geometry. Once the truck changes, the old hardware may no longer be perfect. Lifted suspensions, swapped spring packs, much heavier service bodies, aftermarket axles, and bigger brake setups can all require custom U bolts. The custom part is not about style. It has to do with proper fit, appropriate thread engagement, and the ideal 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 hardly capturing enough thread to feel safe and secure, and the axle had started to stroll on the spring perch. I have actually also seen the opposite, U-bolts that were technically long enough however not sized correctly for the spring stack or plate thickness, leaving excessive exposed thread and a weak clamp under duplicated flex. The hardware was there, however the fit was wrong.

A proper set of custom U bolts need to match the axle diameter, spring pack width, plate style, and the exact stack height of the assembly. That sounds easy up until you begin accounting for leaf spring add-a-leaf packs, overload leaves, bump stop modifications, 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 announce itself with a significant failure. More frequently it appears as subtle and pricey wear. Tires might feather on one side. The truck may pull under braking. The rear end can feel less settled over rough pavement. In many cases, the driver hears a clunk that reoccurs with load transfer. Those are the kinds of symptoms that get blamed on shocks, bushings, or alignment, when the origin is a weak or mismatched axle clamp.

There is also a safety issue that should have attention. If the axle shifts relative to the spring pack, guiding feel and tracking can change enough to matter, particularly on a loaded truck or a tow car descending a grade. The axle area is not a cosmetic information. It belongs to the truck's stability architecture.

Corrosion develops another layer of threat. Trucks in salt states, coastal areas, or heavy washdown environments spend for overlooked hardware. Rust reduces cross-sectional strength, seizes nuts, and can make re-torquing difficult without replacement. A U-bolt that looks acceptable from a range might be thinned down near the threads or compromised under the bend where wetness sits longest. By the time the threads are pitted and the nuts are fighting every turn, the safe replacement window might already have passed.

Drivelines are where vibration informs the truth

If U-bolts are about holding geometry in place, drivelines have to do with transmitting power without drama. A great driveline is quiet, smooth, and simple 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 roadway shock. On trucks, particularly modified ones, the margin for mistake gets smaller sized fast. Raise the suspension and the operating angle changes. Lengthen the wheelbase and the shaft might require to be revamped. Increase horse power and the original tubing, yokes, or universal joints might no longer depend on the job. Even a truck that has actually not been customized can need driveline service as soon as wear, rust, or balance issues start showing up.

The most typical warning signs recognize to anyone who has spent time 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 used U-joint, often a dinged up shaft, and sometimes the angles are merely wrong after a suspension change.

It is tempting to disregard a moderate driveline vibration if the truck still drives. That is an error. Vibration is not just sound. It is energy going somewhere it must not, into bearings, seals, transfer case elements, provider bearings, and even taxi mounts.

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

There is no universal driveline service. A half-ton with occasional light towing does not ask the very same thing of a shaft as a medium-duty service truck or a raised diesel with oversized tires. Custom work matters because the truck's actual geometry matters.

A driveshaft length must suit the suspension height and travel. Too short and the shaft can pull apart under droop or hit an operating limitation at full extension. Too long and it can bottom out, damaging the transmission or transfer case output. The angle matters just as much. U-joints work best within a sensible operating 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 lots of owners expect. A driveline spinning at highway speed does not forgive a small mass mistake. A little dent, 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 issue just appears above a certain speed, which leads individuals to believe tires. Tires should have examination, but a balanced truck requires both wheel balance and driveline health.

Custom work lets the driveline fit the application instead of forcing the application to cope with compromise. That is especially important after suspension lifts, axle swaps, gear modifications, or power upgrades. Any of those can alter the load path enough to validate rechecking the shaft, joints, slip yoke engagement, and provider bearing position.

Performance is not only about speed

Truck owners frequently speak about efficiency as if it suggests horse power alone. On a working truck, efficiency is broader than that. It includes smooth power shipment, steady towing, foreseeable handling, and the capability to carry a load without penalizing the drivetrain. Custom U bolts and drivelines affect all of it.

A safe axle install helps the truck put power down regularly. That matters when introducing with a trailer, crawling a task website, or climbing out of soft ground. A well-matched driveline decreases loss and vibration, which helps the truck feel calmer under throttle. That peace matters on long drives, where driver tiredness becomes its own type of efficiency loss.

There is likewise an indirect advantage that gets ignored. Trucks that run smoother tend to hold together much better. Less vibration methods less fastener loosening, less bushing wear, and less tension on welds, mounts, and seals. Over time, those small cost savings build up. A fleet manager may discover it in decreased downtime. A private owner might notice it in less shop check outs and a truck that feels tighter after 50,000 miles than another truck does after 15,000.

Safety starts with geometry and clamp load

Safety discussions often concentrate on brakes and tires, which is fair. But the hardware that keeps the axle located and the powertrain connected deserves the exact same seriousness. A truck with the wrong U-bolts or a compromised driveline is not simply less fine-tuned. It is less predictable.



The axle need to sit directly on the springs and stay there. The driveline ought to spin real and deal with load without chatter or imbalance. When either of those systems is off, the truck can react in methods the driver can not completely control. An unstable rear axle can affect lane tracking and braking stability. A stopping working driveline can lock up, separate, or damage close-by components, specifically if a universal joint fails at speed.



A couple of practical routines help reduce threat. After any suspension work, U-bolts must be looked for appropriate torque according to the hardware and application being used. After a driveline modification, the truck must be roadway checked for vibration at the speeds where issues most often appear. New parts should be examined after initial break-in, because clamp load can settle and reveal anything that was missed out on throughout assembly. None of this is glamorous, however it is the difference in between a truck that remains trusted and one that keeps returning with the very same complaint.

What quality looks like in the shop

Good truck parts typically reveal themselves before they are even installed. With custom U bolts, quality starts with precise dimensions, clean threads, proper material, and a bend that matches the axle and spring pack correctly. The legs must be long enough to allow safe nut engagement without extreme extra thread. The finish must be matched 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 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 simply fits and one that survives.

A hurried order often costs more than a cautious one. If the truck is down, it is appealing to accept the very first part that seems close enough. That is how repeat labor begins. The part arrives, it practically fits, the shop improvises, and the truck comes back with the exact same vibration or a new one. Excellent contractors and service center discover to slow down on these parts due to the fact that they know 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 questions before buying hardware or scheduling a driveline develop. These are not academic questions, they are practical ones that separate an appropriate repair from a short-term fix.

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

Those details form the ideal response. The part number matters, but so does context. A truck that tows a horse trailer on weekends has different 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 truthfully the truck's usage is explained, the much better the part selection tends to be.

Maintenance that prevents pricey surprises

The best upkeep for these elements is not made complex, but it does need attention. At service periods, look at the U-bolts for rust, thread damage, and proof of movement at the spring plates. Check whether the nuts are seated appropriately and whether the stack still looks square. On drivelines, check U-joints for play, grease condition if serviceable joints are used, and signs of glossy metal dust around caps or yokes. A bent shaft or stopping working joint frequently leaves hints before it stops working outright.

That attention is especially useful after hauling heavy loads, running off-road, or hitting a pothole hard enough to make the taxi jump. Those occasions can shock the suspension and driveline in manner ins which are not visible from the chauffeur's seat. The truck may feel fine on the next trip, however the examination afterward is what keeps a little problem 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 commercial work truck do not age at the very same rate.

The parts that keep the remainder of the truck honest

There is a factor experienced professionals take notice of custom U bolts and drivelines before they chase after more dramatic fixes. These truck parts tell the truth about fit, load, and alignment. If the rear axle is secured appropriately and the driveline is working as developed, a truck tends to feel calmer, stronger, and more foreseeable. If either one is jeopardized, the truck frequently spends the next few thousand miles transmitting the issue in noise, vibration, and wear.

That is why these elements should have more respect than they usually get. They are not devices. They are structural and mechanical anchors for the method a truck acts on the roadway and under load. When they are picked thoroughly, set up properly, and checked with the same seriousness given to brakes or tires, the result is a truck that performs better and remains much safer for longer.

A truck does not need fancy parts to earn trust. It requires the ideal hardware in the best place, tightened up effectively, balanced properly, and matched to the job. Custom U bolts and correctly built drivelines do precisely that, and they do it silently, which is often the very 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

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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](#)

After a ride along the scenic [Willamette River Bike Path](#), local drivers often arrange Drivelines service, Custom U Bolts fabrication, and reliable Truck Parts for their work vehicles.

