

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

perhaps a lift package or a fresh car. The less visible truck parts typically 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 attractive parts, and they generally do not get talked about until something is loose, bent, vibrating, or broken. However in daily usage, the best U-bolts and a correctly matched driveline do more than keep a truck moving. They secure suspension geometry, preserve axle positioning, reduce vibration, and assist the driveline deliver torque in a regulated way. On a work truck, a tow rig, or a customized 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 isolated parts. When one part changes, several others respond. Raise the suspension and the axle angle changes. Include weight in the bed and the spring pack settles. Swap axles, change wheelbase, or boost engine output and the driveline geometry may no longer enjoy. The result is often sound first, then vibration, then sped up 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 incorrect, the axle can shift somewhat 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 truth is basic. A truck seldom stops working at one time. It usually begins with a little warning that is simple to disregard, till the caution ends up being expensive.

Custom U bolts: small hardware, large consequences

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

Factory hardware is developed around factory geometry. As soon as the truck changes, the old hardware might no longer be perfect. Lifted suspensions, swapped spring packs, 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 proper fit, sufficient 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 barely capturing enough thread to feel protected, and the axle had actually started to walk on the spring perch. I have actually likewise seen the opposite, U-bolts that were technically long enough however not sized properly for the spring stack or plate density, leaving too much exposed thread and a weak clamp under duplicated flex. The hardware was there, but the fit was wrong.

An appropriate set of custom U bolts need to match the axle diameter, spring pack width, plate design, and the precise stack height of the assembly. That sounds basic till 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 constantly reveal itself with a significant failure. Regularly it shows up 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. Sometimes, the chauffeur hears a clunk that reoccurs with load transfer. Those are the type of signs that get blamed on shocks, bushings, or positioning, when the root cause 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, particularly on a packed truck or a tow vehicle descending a grade. The axle location is not a cosmetic detail. It becomes part of the truck's stability architecture.

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

Drivelines are where vibration informs the truth

If U-bolts have to do with holding geometry in place, drivelines are about sending power without drama. A good driveline is quiet, smooth, and simple to forget. A bad one advises you at 35 mph, once again at 55 miles per hour, and louder still under load.

A driveline need to deal with torsional force, altering angles, suspension travel, and roadway shock. On trucks, particularly modified ones, the margin for mistake gets smaller sized fast. Lift the suspension and the operating angle changes. Lengthen the wheelbase and the shaft might need to be reworked. Boost horse power and the original tubing, yokes, or universal joints may no longer be up to the job. Even a truck that has actually not been customized can require driveline service when use, rust, or balance concerns start showing up.



The most common warning signs are familiar to anyone who has hung around around trucks. A vibration that appears at a particular speed. A rhythmic thump on launch. A clunk when moving from drive to reverse. A high-pitched whine or a rough feel through the seat and floor. Often the concern is a worn U-joint, in some cases a dinged up shaft, and in some cases the angles are just incorrect after a suspension change.

It is appealing to disregard a mild driveline vibration if the truck still drives. That is an error. Vibration is not just noise. It is energy going somewhere it needs to not, into bearings, seals, transfer case components, provider bearings, and even cab mounts.

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

There is no universal driveline service. 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 raised diesel with extra-large tires. Custom work matters because the truck's real 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 complete 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 sensible

operating variety, and when the front and rear angles are not set properly, the joints speed up and decrease unevenly. That can create vibration even when every part looks new.

Balance also matters more than lots of owners expect. A driveline spinning at highway speed does not forgive a little mass error. A little damage, a bent tube, or a missing balance weight can become a measurable vibration once the shaft is [custom U bolts andersonbrotherste.com](https://www.andersonbrotherste.com) spinning quickly enough. On some trucks the problem just appears above a specific speed, which leads individuals to think tires. Tires should have examination, but a well balanced truck needs both wheel balance and driveline health.

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

Performance is not only about speed

Truck owners frequently talk about efficiency as if it means 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 punishing the drivetrain. Custom U bolts and drivelines influence all of it.

A safe axle install helps the truck put power down consistently. That matters when releasing with a trailer, crawling a task site, or climbing out of soft ground. A well-matched driveline decreases 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 benefit that gets neglected. Trucks that run smoother tend to hold together much better. Less vibration means less fastener loosening, less bushing wear, and less tension on welds, installs, and seals. With time, those small savings accumulate. A fleet manager might notice it in reduced downtime. A private owner might discover it in fewer 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 conversations typically concentrate on brakes and tires, which is fair. But the hardware that keeps the axle located and the powertrain connected should have the same seriousness. A truck with the wrong U-bolts or a jeopardized 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 real and handle load without chatter or imbalance. When either of those systems is off, the truck can react in ways the chauffeur can not totally control. An unstable rear axle can affect lane tracking and braking stability. A stopping working driveline can lock up, different, or damage nearby components, specifically if a universal joint stops working at speed.

A few practical habits help reduce threat. After any suspension work, U-bolts should be checked for proper torque according to the hardware and application being used. After a driveline change, the truck must be roadway checked for vibration at the speeds where problems frequently appear. New parts ought to be examined after preliminary break-in, because clamp load can settle and expose anything that was missed out on during assembly. None of this is glamorous, but it is the difference between a truck that stays dependable and one that keeps returning with the exact same complaint.

What quality appears like in the shop

Good truck parts typically expose themselves before they are even set up. With custom U bolts, quality begins with accurate dimensions, tidy threads, proper product, and a bend that matches the axle and spring pack correctly. The legs should be long enough to allow protected nut engagement without extreme additional thread. The surface should be fit to the environment, whether that suggests 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 ride height, wheelbase, suspension travel, intended usage, and power level. Those questions are not filler. They are the difference in between a shaft that simply fits and one that survives.

A hurried order typically costs more than a mindful one. If the truck is down, it is appealing to accept the very first part that seems close enough. That is how repeat labor starts. The part arrives, it almost fits, the store improvises, and the truck returns with the very same vibration or a new one. Great builders and repair shops learn to slow down on these parts because they understand the downstream cost 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 buying hardware or scheduling a driveline construct. These are not scholastic questions, they are practical ones that separate a right repair from a momentary fix.

What is the truck actually doing now, and under what conditions does the problem appear? Is the problem 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 altered the rear load? Has actually the truck been repowered or tuned for more torque?

Those details form the right answer. The part number matters, however 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 honestly the truck's usage is explained, the much better the part choice tends to be.

Maintenance that prevents expensive surprises

The best maintenance for these components is not made complex, however it does need attention. At service periods, look at the U-bolts for rust, thread damage, and evidence of motion at the spring plates. Check whether the nuts are seated correctly and whether the stack still looks square. On drivelines, examine U-joints for play, grease condition if functional joints are used, and indications of shiny metal dust around caps or yokes. A bent shaft or stopping working joint frequently leaves hints before it stops working outright.

That attention is specifically useful after hauling heavy loads, running off-road, or striking a hole hard enough to make the cab dive. Those occasions can stun the suspension and driveline in ways that are not visible from the driver's seat. The truck may feel fine on the next journey, but the inspection afterward is what keeps a little concern from growing.

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

The parts that keep the rest of the truck honest

There is a factor skilled specialists take note of custom U bolts and drivelines before they go after more dramatic fixes. These truck parts inform the reality about fit, load, and positioning. If the rear axle is secured effectively and the driveline is working as developed, a truck tends to feel calmer, more powerful, and more predictable. If either one is jeopardized, the truck often spends the next couple of thousand miles broadcasting the issue in noise, vibration, and wear.

That is why these parts deserve more regard than they normally get. They are not devices. They are structural and mechanical anchors for the way a truck behaves on the roadway and under load. When they are picked carefully, installed correctly, and talked to the same seriousness offered to brakes or tires, the outcome is a truck that carries out better and stays safer for longer.

A truck does not require fancy parts to make trust. It requires the ideal hardware in the ideal place, tightened properly, balanced correctly, and matched to the task. Custom U bolts and correctly built drivelines do exactly that, and they do it quietly, 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/ta67Qi9fc5DCZZp7>

Anderson Brothers Truck & Equipment has Facebook page <https://www.facebook.com/andersonbrotherseugene>

Anderson Brothers Truck & Equipment has an Instagram page <https://www.instagram.com/andersonbrotherste/>

Anderson Brothers Truck & Equipment won Top Driveline and Truck Part Company 2025

Anderson Brothers Truck & Equipment earned Best Customer Service Award 2024

Anderson Brothers Truck & Equipment was awarded Best Custom U Bolts 2025

People Also Ask about Anderson Brothers Truck & Equipment

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

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

Where is Anderson Brothers Truck & Equipment located?

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

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

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

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

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

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

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

What driveline services does Anderson Brothers Truck & Equipment provide?

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

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

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

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

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

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

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

Who owns Anderson Brothers Truck & Equipment?

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

Where is Anderson Brothers Truck & Equipment located?

The Anderson Brothers Truck & Equipment is conveniently located at 2640 State Hwy 99 N #1, Eugene, OR 97402. You can easily find directions on [Google Maps](#) or call at [\(541\) 688-8686](tel:5416888686) Monday through Friday 7:30am to 6:00pm, Saturday 8:00am to 2:00pm. Closed Sundays.

How can I contact Anderson Brothers Truck & Equipment?

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

After shopping at [Red Barn Natural Grocery](#), many truck owners plan service stops for Drivelines maintenance, Custom U Bolts production, and essential Truck Parts.