

Business Name: Anderson Brothers Truck & Equipment

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

Phone: (541) 688-8686

Anderson Brothers Truck & Equipment

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

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

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

[View on Google Maps](#)

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

Business Hours

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

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A truck can look strong from 10 feet away and still be one worn element far from a roadside failure. That is the part lots of owners learn the difficult method. The apparent pieces get attention initially, tires, brakes, shocks,

possibly a lift package or a fresh car. The less visible truck parts frequently decide 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 usually do not get discussed until something is loose, bent, vibrating, or broken. But in day-to-day use, the best U-bolts and an effectively matched driveline do more than keep a truck moving. They protect suspension geometry, maintain axle alignment, lower vibration, and help the driveline provide torque in a controlled way. On a work truck, a tow rig, or a modified 4x4, that difference appears 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 modifications, a number of others respond. Raise the suspension and the axle angle changes. Add weight in the bed and the spring pack settles. Swap axles, modify wheelbase, or boost engine output and the driveline geometry may no longer be happy. The outcome is frequently sound initially, then vibration, then accelerated wear.

That is where custom U bolts and drivelines can be found in. U-bolts clamp the axle safely to the spring pack or suspension perch. If the clamp load is incorrect, the axle can shift a little under torque or braking. Even a couple of millimeters of movement can alter handling and put stress on the spring center pin, the perches, and close-by hardware. A driveline, meanwhile, 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 might shake at speed or stop working under load.

The practical reality is simple. A truck seldom fails at one time. It generally starts with a small caution that is simple to ignore, until the warning becomes expensive.

Custom U bolts: little hardware, large consequences

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

Factory hardware is developed around factory geometry. Once the truck changes, the old hardware might no longer be perfect. Raised suspensions, switched spring packs, heavier service bodies, aftermarket axles, and bigger brake setups can all call for custom U bolts. The custom part is not about design. It has to do with proper fit, appropriate thread engagement, and the best bend radius and leg length for the application.

In the field, I have actually seen trucks can be found in with too-short U-bolt legs after a spring overhaul. The nuts were hardly catching enough thread to feel protected, and the axle had actually begun to walk on the spring perch. I have actually likewise seen the opposite, U-bolts that were technically long enough but not sized properly for the spring stack or plate thickness, leaving too much exposed thread and a weak clamp under repeated flex. The hardware was there, but the fit was wrong.

A proper set of custom U bolts should match the axle size, spring pack width, plate design, and the specific 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 world seldom follows a catalog drawing.

The cost of getting U-bolts wrong

Poor U-bolt fit does not constantly reveal itself with a remarkable failure. Regularly it shows up as subtle and expensive wear. Tires may 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 type of signs that get blamed on shocks, bushings, or alignment, when the root cause is a weak or mismatched axle clamp.

There is also a security concern that should have attention. If the axle moves relative to the spring pack, guiding feel and tracking can alter enough to matter, specifically on a packed truck or a tow lorry descending a grade. The axle place is not a cosmetic information. It becomes part of the truck's stability architecture.

Corrosion creates another layer of danger. Trucks in salt states, coastal regions, or heavy washdown environments pay for ignored hardware. Rust reduces cross-sectional strength, seizes nuts, and can make re-torquing impossible without replacement. A U-bolt that looks acceptable from a range 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 battling every turn, the safe replacement window might already have passed.

Drivelines are where vibration informs the truth

If U-bolts have to do with holding geometry in place, drivelines have to do with transmitting power without drama. An excellent driveline is quiet, smooth, and easy to forget. A bad one reminds you at 35 miles per hour, once again at 55 miles per hour, and louder still under load.

A driveline need to handle torsional force, changing angles, suspension travel, and road shock. On trucks, especially customized ones, the margin for mistake gets smaller quickly. Lift the suspension and the operating angle changes. Extend the wheelbase and the shaft might require to be reworked. Boost horsepower and the original tubing, yokes, or universal joints might no longer depend on the task. Even a truck that has actually not been modified can require driveline service when wear, rust, or balance concerns start showing up.



The most typical indication recognize to anyone who has hung around around trucks. A vibration that appears at a particular speed. A balanced thump on launch. A clunk when shifting from drive to reverse. A high-pitched whine or a rough feel through the seat and flooring. Often the issue is a worn U-joint, sometimes a dented shaft, and in some cases the angles are merely wrong after a suspension change.

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

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

There is no universal driveline solution. A half-ton with occasional light towing does not ask the exact same thing of a shaft as a medium-duty service truck or a raised diesel with oversized tires. Custom work matters due to the fact that 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 limit at full extension. Too long and it can bottom out, harming 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 decrease unevenly. That can create vibration even when every part looks new.

Balance likewise 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 end up being a measurable vibration once the shaft is spinning fast enough. On some trucks the problem only appears above a specific speed, which leads individuals to presume tires. Tires are worthy of evaluation, but a well balanced truck requires both wheel balance and driveline health.

Custom work lets the driveline fit the application rather of requiring 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 justify rechecking the shaft, joints, slip yoke engagement, and provider bearing position.

Performance is not just about speed

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



A secure axle mount helps the truck put power down regularly. That matters when releasing with a trailer, crawling a job site, or climbing up out of soft ground. A well-matched driveline reduces loss and vibration, which helps the truck feel calmer under throttle. That calmness matters on long drives, where driver 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. With time, those little cost savings accumulate. A fleet manager may notice it in reduced downtime. A personal owner may discover it in fewer shop visits 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 conversations often focus on brakes and tires, which is reasonable. However the hardware that keeps the axle located and the powertrain connected should have the exact same severity. A truck with the incorrect U-bolts or a jeopardized driveline is not just less fine-tuned. It is less predictable.

The axle must sit squarely on the springs and stay there. The driveline must spin real and deal with load without chatter or imbalance. When either of those systems is off, the truck can react in methods the motorist can not totally control. An unstable rear axle can impact lane tracking and braking stability. A stopping working driveline can lock up, different, or damage close-by parts, particularly if a universal joint stops working at speed.

A couple of practical habits help in reducing risk. After any suspension work, U-bolts need to be looked for correct torque according to the hardware and application being used. After a driveline modification, the truck must be road evaluated for vibration at the speeds where problems most often appear. New parts should be inspected after initial break-in, because clamp load can settle and reveal anything that was missed out on throughout assembly. None of this is glamorous, but it is the distinction in between a truck that stays reputable and one that keeps returning with the 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 begins with precise dimensions, clean threads, proper material, and a bend that matches the axle and spring pack correctly. The legs need to be long enough to enable protected nut engagement without excessive additional thread. The surface needs to be matched to the environment, whether that indicates plain steel for a protected application or a corrosion-resistant finish for harsher conditions.

With drivelines, quality is seen in straightness, weld quality, balance, and the fit of the joints and yokes. A shop that takes driveline work seriously will ask about trip height, wheelbase, suspension travel, intended use, and power level. Those questions are not filler. They are the difference between a shaft that merely fits and one that survives.

A hurried order frequently costs more than a mindful one. If the truck is down, it is appealing to accept the first part that seems close enough. That [truck parts](#) is how repeat labor starts. The part shows up, it almost fits, the shop improvises, and the truck comes back with the same vibration or a new one. Good contractors and repair shops discover to decrease on these parts since they know 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 specific concerns before buying hardware or scheduling a driveline construct. These are not academic concerns, they are useful ones that separate a correct repair from a momentary fix.

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

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

Maintenance that prevents pricey surprises

The finest upkeep for these components is not complicated, but it does need attention. At service periods, take a look at the U-bolts for rust, thread damage, and evidence of motion at the spring plates. Inspect 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 stops working outright.

That attention is specifically useful after carrying heavy loads, running off-road, or striking a pit hard enough to make the taxi jump. Those occasions can stun the suspension and driveline in manner ins which are not visible from the driver's seat. The truck may feel fine on the next trip, but the examination later is what keeps a little problem from growing.

For trucks used hard, the period in between checks need 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 same rate.

The parts that keep the rest of the truck honest

There is a factor experienced specialists focus on custom U bolts and drivelines before they chase after more remarkable repairs. These truck parts tell the truth about fit, load, and positioning. If the rear axle is secured properly and the driveline is working as developed, a truck tends to feel calmer, more powerful, and more foreseeable. If either one is jeopardized, the truck typically spends the next few thousand miles relaying the problem in sound, vibration, and wear.

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

A truck does not need flashy parts to make trust. It requires the right hardware in the ideal place, tightened up correctly, balanced properly, and matched to the job. Custom U bolts and properly constructed drivelines do exactly that, and they do it silently, 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: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](#)

Fans attending events at [Autzen Stadium](#) can find nearby professionals offering Drivelines services, Custom U Bolts manufacturing, and heavy-duty Truck Parts.