

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 many owners discover the hard method. The apparent pieces get attention first, tires, brakes, shocks,

perhaps a lift set or a fresh set of wheels. The less visible truck parts typically choose whether the lorry stays directly, brings 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 attractive parts, and they usually do not get discussed till something is loose, bent, vibrating, or broken. However in everyday usage, the right U-bolts and an appropriately matched driveline do more than keep a truck moving. They safeguard suspension geometry, preserve axle alignment, decrease vibration, and assist the driveline deliver torque in a controlled way. On a work truck, a tow rig, or a customized 4x4, that distinction shows up in trip 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 modifications, a number of others respond. Raise the suspension and the axle angle modifications. Include weight in the bed and the spring pack settles. Swap axles, change wheelbase, or boost engine output and the driveline geometry might no longer be happy. The outcome is typically sound initially, 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 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, on the other hand, is responsible for transferring rotational force from the transmission or transfer case to the axle. If its length, angle, balance, or joint condition is off, the truck might shake at speed or stop working under load.



The practical truth is easy. A truck hardly ever stops working simultaneously. It usually begins with a small warning that is easy to overlook, till the caution ends up being expensive.

Custom U bolts: little hardware, big consequences

U-bolts look simple. A bent steel fastener with threads on both ends, a couple of nuts, and a plate. Yet they are doing 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. As soon as the truck modifications, the old hardware may no longer be ideal. Raised 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 design. It has to do with appropriate 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 hardly catching enough thread to feel secure, and the axle had started to stroll on the spring perch. I have likewise seen the opposite, U-bolts that were technically enough time however not sized correctly for the spring stack or plate thickness, leaving too much exposed thread and a weak clamp under duplicated flex. The hardware existed, but the fit was wrong.

A proper set of custom U bolts must match the axle size, spring pack width, plate design, and the precise stack height of the assembly. That sounds basic 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 expense of getting U-bolts wrong

Poor U-bolt fit does not always announce itself with a dramatic failure. More frequently it appears as subtle and costly wear. Tires might feather on one side. The truck might pull under braking. The rear end can feel less settled over rough pavement. In many cases, the driver hears a clunk that comes and goes with load transfer. Those are the type of symptoms that get blamed on shocks, bushings, or alignment, when the source is a weak or mismatched axle clamp.

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

Corrosion develops another layer of threat. Trucks in salt states, coastal regions, or heavy washdown environments spend for overlooked hardware. Rust minimizes cross-sectional strength, seizes nuts, and can make re-torquing difficult without replacement. A U-bolt that looks appropriate from a range might be thinned down near the threads or deteriorated 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 may already have passed.

Drivelines are where vibration tells the truth

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



A driveline need to manage torsional force, changing angles, suspension travel, and roadway shock. On trucks, particularly customized ones, the margin for mistake gets smaller sized quickly. Raise the suspension and the operating angle changes. Extend the wheelbase and the [custom U bolts andersonbrotherste.com](http://customUboltsandersonbrotherste.com) shaft may need to be reworked. Increase horsepower and the initial tubing, yokes, or universal joints might no longer be up to the task. Even a truck that has not been modified can need driveline service once use, rust, or balance issues start showing up.

The most common warning signs recognize to anyone who has spent time around trucks. A vibration that appears at a certain 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 floor. Often the issue is a worn U-joint, sometimes a dented shaft, and in some cases the angles are simply incorrect after a suspension change.

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

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

There is no universal driveline service. A half-ton with periodic 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 since the truck's real geometry matters.

A driveshaft length must fit 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 simply as much. U-joints work best within a sensible operating range, and when the front and rear angles are not set properly, the joints accelerate and decrease unevenly. That can develop vibration even when every part looks new.

Balance also matters more than numerous owners anticipate. A driveline spinning at highway speed does not forgive a little mass error. A little dent, a bent tube, or a missing balance weight can become a measurable vibration once the shaft is spinning fast enough. On some trucks the concern only appears above a specific speed, which leads individuals to suspect tires. Tires deserve assessment, however a balanced truck needs both wheel balance and driveline health.

Custom work lets the driveline fit the application rather of requiring the application to live with compromise. That is especially valuable after suspension lifts, axle swaps, equipment changes, or power upgrades. Any of those can alter the load course enough to justify reconsidering the shaft, joints, slip yoke engagement, and provider bearing position.

Performance is not only about speed

Truck owners typically speak about efficiency as if it means horsepower alone. On a working truck, efficiency is broader than that. It consists of smooth power delivery, stable towing, foreseeable handling, and the ability to bring a load without punishing the drivetrain. Custom U bolts and drivelines influence all of it.

A protected axle install helps the truck put power down regularly. That matters when launching with a trailer, crawling a job website, or climbing up out of soft ground. A well-matched driveline lowers loss and vibration, which helps the truck feel calmer under throttle. That peace matters on long drives, where motorist fatigue becomes its own kind of performance loss.

There is likewise an indirect advantage that gets overlooked. Trucks that run smoother tend to hold together better. Less vibration means less fastener loosening, less bushing wear, and less tension on welds, installs, and seals. In time, those small cost savings accumulate. A fleet supervisor may see it in minimized downtime. A personal owner might discover it in less shop sees and a truck that feels tighter after 50,000 miles than another truck does after 15,000.

Safety begins with geometry and clamp load

Safety conversations frequently focus on brakes and tires, which is fair. However the hardware that keeps the axle situated and the powertrain linked deserves the very same severity. A truck with the wrong U-bolts or a compromised driveline is not just less improved. It is less predictable.

The axle should sit directly on the springs and remain there. The driveline should spin true and handle load without chatter or imbalance. When either of those systems is off, the truck can respond in methods the motorist can not fully control. An unstable rear axle can affect lane tracking and braking stability. A stopping working driveline can lock up, different, or damage neighboring components, particularly if a universal joint fails at speed.

A few practical routines help in reducing risk. After any suspension work, U-bolts ought to be looked for appropriate torque according to the hardware and application being used. After a driveline change, the truck

ought to be roadway checked for vibration at the speeds where problems frequently appear. New parts must be checked after initial break-in, since clamp load can settle and reveal anything that was missed out on during assembly. None of this is attractive, but it is the distinction in between a truck that stays trustworthy and one that keeps returning with the very same complaint.

What quality looks like in the shop

Good truck parts normally expose 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 properly. The legs must be long enough to enable secure nut engagement without extreme additional thread. The finish should be suited to the environment, whether that means plain steel for a secured 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 shop 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 difference between a shaft that merely fits and one that survives.

A rushed order frequently 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 gets here, it nearly fits, the store improvises, and the truck returns with the very same vibration or a new one. Excellent builders and repair shops learn to decrease on these parts due to the fact that they know the downstream expense of being "close enough."

The discussions worth having before you buy

Truck owners do better when they ask a couple of particular questions before ordering hardware or scheduling a driveline develop. These are not academic questions, they are useful ones that separate a right 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 specific 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 best answer. The part number matters, however so does context. A truck that tows a horse trailer on weekends has different demands than one carrying tools in a work zone every day. A four-wheel-drive truck with a transfer case and front shaft demands various driveline geometry than a two-wheel-drive chassis. The more truthfully the truck's usage is described, the much better the part choice tends to be.

Maintenance that prevents pricey surprises

The finest upkeep for these parts is not made complex, but it does need attention. At service periods, take a look at the U-bolts for rust, thread damage, and evidence of movement 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 serviceable joints are used, and indications of glossy metal dust around caps or yokes. A bent shaft or stopping working joint frequently leaves clues before it stops working outright.

That attention is specifically beneficial 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 ways that are not visible from

the motorist's seat. The truck may feel great on the next trip, however the inspection later is what keeps a little concern from growing.

For trucks used hard, the interval between checks ought to be 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 remainder of the truck honest

There is a reason skilled service technicians take notice of custom U bolts and drivelines before they chase after more significant repairs. These truck parts tell the fact about fit, load, and positioning. If the rear axle is clamped correctly and the driveline is working as developed, a truck tends to feel calmer, stronger, and more predictable. If either one is jeopardized, the truck typically invests the next couple of thousand miles broadcasting the problem in noise, vibration, and wear.

That is why these components are worthy of more respect than they normally get. They are not devices. They are structural and mechanical anchors for the method a truck acts on the road and under load. When they are chosen carefully, installed correctly, and checked with the same severity offered to brakes or tires, the outcome is a truck that carries out better and remains more secure for longer.

A truck does not need flashy parts to earn trust. It requires the ideal hardware in the best place, tightened properly, balanced correctly, and matched to the job. Custom U bolts and properly constructed drivelines do precisely that, and they do it quietly, which is often the very 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/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 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](#)

While exploring the exhibits at the [Lane County History Museum](#), many drivers know they can find nearby support for Drivelines repair, Custom U Bolts manufacturing, and quality Truck Parts.