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 used component far from a roadside failure. That is the part many owners learn the hard method. The apparent pieces get attention initially, tires, brakes, shocks,

possibly a lift kit or a fresh vehicle. The less visible truck parts often choose whether the lorry 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 glamorous parts, and they generally do not get talked about until something is loose, bent, vibrating, or broken. But in day-to-day usage, the right U-bolts and a properly matched driveline do more than keep a truck moving. They safeguard suspension geometry, protect axle positioning, minimize vibration, and assist the driveline deliver torque in a regulated method. On a work truck, a tow rig, or a customized 4x4, that difference shows up in ride quality, tire wear, fuel usage, 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, numerous others react. Raise the suspension and the axle angle modifications. Add 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 outcome is typically noise first, then vibration, then accelerated wear.

That is where custom U bolts and drivelines been available in. U-bolts clamp the axle firmly to the spring pack or suspension perch. If the clamp load is wrong, the axle can shift a little under torque or braking. Even a few millimeters of movement can change handling and put tension on the spring center pin, the perches, and neighboring 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 may shake at speed or stop working under load.

The useful reality is basic. A truck hardly ever fails all at once. It normally begins with a small warning that is simple to disregard, till the caution ends up being expensive.

Custom U bolts: little hardware, large 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 preserving clamp force in an environment loaded with impact, heat, rust, and load cycling.

Factory hardware is created around factory geometry. When the truck changes, the old hardware might no longer be ideal. Raised suspensions, swapped spring packs, heavier service bodies, aftermarket axles, and bigger brake setups can all require custom U bolts. The custom part is not about style. It is about proper fit, adequate thread engagement, and the right 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 catching enough thread to feel protected, and the axle had begun to walk on the spring perch. I have actually also seen the opposite, U-bolts that were technically enough time but not sized properly for the spring stack or plate thickness, leaving excessive exposed thread and a weak clamp under repeated flex. The hardware existed, however the fit was wrong.

An appropriate set of custom U bolts need to match the axle size, spring pack width, plate design, and the exact stack height of the assembly. That sounds easy until you start accounting for leaf spring add-a-leaf packs, overload leaves, bump stop modifications, and lift blocks. The real world rarely follows a catalog drawing.

The expense of getting U-bolts wrong

Poor U-bolt fit does not always reveal itself with a significant failure. More often it shows up as subtle and expensive wear. Tires might feather on one side. The truck might pull under braking. The rear end can feel less settled over rough pavement. Sometimes, 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 positioning, when the source is a weak or mismatched axle clamp.

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

Corrosion produces another layer of danger. Trucks in salt states, seaside regions, or heavy washdown environments pay for overlooked hardware. Rust minimizes cross-sectional strength, seizes nuts, and can make re-torquing impossible without replacement. A U-bolt that looks appropriate from a range may be thinned down near the threads or damaged under the bend where wetness sits longest. By the time the threads are pitted and the nuts are combating 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 peaceful, smooth, and simple to forget. A bad one reminds you at 35 miles per hour, again at 55 mph, and louder still under load.

A driveline need to handle torsional force, altering angles, suspension travel, and roadway shock. On trucks, particularly customized ones, the margin for mistake gets smaller fast. Raise the suspension and the operating angle modifications. Lengthen the wheelbase and the shaft may require to be remodelled. Increase horse power and the initial tubing, yokes, or universal joints might no longer depend on the job. Even a truck that has actually not been customized can require driveline service when wear, rust, or balance concerns begin revealing up.

The most typical warning signs are familiar to anyone who has actually hung around around trucks. A vibration that appears at a specific speed. A rhythmic thump on takeoff. A clunk when shifting from drive to reverse. A high-pitched whine or a rough feel through the seat and flooring. In some cases the concern is a worn U-joint, in some cases a dented shaft, and in some cases the angles are simply incorrect 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 noise. It is energy going someplace it should not, into bearings, seals, transfer case components, carrier bearings, and even taxi mounts.

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

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

A driveshaft length should fit the suspension height and travel. Too short and the shaft can pull apart under droop or strike an operating limitation at complete 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 range, and when the front and rear angles are not set properly, the joints speed up and slow down unevenly. That can develop 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 damage, a bent tube, or a missing balance weight can become a measurable

vibration once the shaft is spinning quick enough. On some trucks the concern just appears above a specific speed, which leads people to believe tires. Tires deserve examination, but a well balanced truck needs both wheel balance and driveline health.

Custom work lets the driveline fit the application instead of requiring the application to live with compromise. That is particularly important after suspension lifts, axle swaps, gear changes, or power upgrades. Any of those can modify the load path enough to validate reconsidering the shaft, joints, slip yoke engagement, and provider bearing position.

Performance is not just about speed

Truck owners typically speak about performance as if it indicates horsepower alone. On a working truck, efficiency is wider than that. It includes smooth power shipment, stable towing, predictable handling, and the ability to bring a load without punishing the drivetrain. Custom U bolts and drivelines affect all of it.

A safe axle mount assists 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 lowers loss and vibration, which helps the truck feel calmer under throttle. That calmness matters on long drives, where motorist tiredness becomes its own kind of performance loss.

There is also an indirect advantage that gets overlooked. Trucks that run smoother tend to hold together much better. Less vibration ways less fastener loosening, less bushing wear, and less tension on welds, installs, and seals. In time, those little savings add up. A fleet supervisor may see it in lowered downtime. A private owner might see it in fewer store check outs 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 typically focus on brakes and tires, which is fair. But the hardware that keeps the axle situated and the powertrain connected should have the same severity. A truck with the incorrect U-bolts or a compromised driveline is not simply less refined. It is less predictable.

The axle need to sit directly on the springs and remain there. The driveline needs to spin true and manage load without chatter or imbalance. When either of those systems is off, the truck can respond in ways the driver can not completely control. An unsteady rear axle can impact lane tracking and braking stability. A failing driveline can lock up, separate, or damage close-by components, specifically if a universal joint stops working at speed.

A few useful habits help in reducing threat. After any suspension work, U-bolts truck parts must be looked for correct torque according to the hardware and application being used. After a driveline modification, the truck should be roadway tested for vibration at the speeds where concerns most often appear. New parts must be checked after initial break-in, since clamp load can settle and reveal anything that was missed out on throughout assembly. None of this is glamorous, but it is the difference in between a truck that stays trusted and one that keeps returning with the very 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 starts with accurate dimensions, tidy threads, correct product, and a bend that matches the axle and spring pack properly. The legs need to be long enough to allow safe and secure nut engagement without excessive extra thread. The

surface needs to be fit to the environment, whether that indicates 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 store that takes driveline work seriously will inquire about ride height, wheelbase, suspension travel, planned use, and power level. Those concerns are not filler. They are the difference in between a shaft that merely fits and one that survives.

A hurried order typically costs more than a careful 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 shows up, it practically fits, the shop improvises, and the truck returns with the exact same vibration or a new one. Great contractors and repair shops discover to slow down on these parts since they know the downstream cost of being "close enough."

The discussions worth having before you buy

Truck owners do much better when they ask a couple of specific concerns before ordering hardware or scheduling a driveline construct. These are not scholastic questions, they are useful 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 concern vibration at a certain speed, axle shift under load, rusted hardware, or a current suspension change? Has the wheelbase altered? Is the truck raised or leveled? Has the bed, service body, or drawback setup altered the rear load? Has the truck been repowered or tuned for more torque?



Those details form the ideal 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 needs various driveline geometry than a two-wheel-drive chassis. The more truthfully the truck's use is described, the better the part selection tends to be.

Maintenance that prevents pricey surprises

The finest upkeep for these components is not complicated, however it does require 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 properly 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 often leaves hints before it fails outright.



That attention is especially beneficial after carrying heavy loads, running off-road, or striking a pothole hard enough to make the taxi dive. Those events can shock the suspension and driveline in manner ins which are not noticeable from the chauffeur's seat. The truck may feel great on the next journey, however the evaluation later is what keeps a little concern from growing.

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

The parts that keep the remainder of the truck honest

There is a factor seasoned specialists take notice of custom U bolts and drivelines before they chase more significant fixes. These truck parts tell the reality about fit, load, and alignment. If the rear axle is clamped properly and the driveline is working as developed, a truck tends to feel calmer, stronger, and more foreseeable. If either one is compromised, the truck frequently invests the next few thousand miles broadcasting the issue in noise, vibration, and wear.

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

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

Visitors enjoying outdoor time at Alton Baker Park are only a short drive from expert Drivelines repair, Custom U Bolts services, and high-quality Truck Parts.