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 used part away from a roadside failure. That is the part numerous owners find out the tough method. The obvious pieces get attention first, tires, brakes, shocks, maybe

a lift package or a fresh vehicle. The less visible truck parts often choose whether the lorry remains directly, carries 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 typically do not get gone over up until something is loose, bent, vibrating, or broken. However in day-to-day use, the best U-bolts and a correctly matched driveline do more than keep a truck moving. They safeguard suspension geometry, protect axle alignment, decrease vibration, and assist the driveline provide torque in a regulated way. On a work truck, a tow rig, or a customized 4x4, that distinction appears in ride quality, tire wear, fuel use, and long-term durability.

Why these parts matter more than they get credit for

A truck is a system, not a collection of isolated parts. When one part modifications, a number of others react. Raise the suspension and the axle angle changes. Add weight in the bed and the spring pack settles. Swap axles, modify wheelbase, or boost engine output and the driveline geometry might no longer more than happy. The result is typically noise first, then vibration, then sped up wear.

That is where custom U bolts and drivelines can be found in. U-bolts clamp the axle firmly to the spring pack or suspension perch. If the clamp load is incorrect, the axle can move a little under torque or braking. Even a few millimeters of motion can change handling and put tension on the spring center pin, the perches, and neighboring hardware. A driveline, meanwhile, is accountable for transferring rotational force from the transmission or transfer case to the axle. If its length, angle, balance, or joint condition is off, the truck may shake at speed or stop working under load.

The useful reality is easy. A truck rarely stops working simultaneously. It usually begins with a small caution that is easy to overlook, till the caution ends up being expensive.

Custom U bolts: small hardware, big consequences

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

Factory hardware is developed around factory geometry. As soon as the truck modifications, the old hardware might no longer be ideal. Lifted 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 style. It is about proper fit, appropriate thread engagement, and the best bend radius and leg length for the application.

In the field, I have seen trucks come in with too-short U-bolt legs after a spring overhaul. The nuts were hardly catching enough thread to feel safe and secure, and the axle had begun to stroll on the spring perch. I have actually likewise seen the opposite, U-bolts that were technically enough time however not sized correctly for the spring stack or plate density, leaving too much exposed thread and a weak clamp under repeated flex. The hardware was there, however the fit was wrong.





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

The cost of getting U-bolts wrong

Poor U-bolt fit does not constantly announce itself with a remarkable failure. More often it appears as subtle and pricey 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 motorist hears a clunk that reoccurs with load transfer. Those are the type of signs that get blamed on shocks, bushings, or alignment, 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, especially on a loaded truck or a tow vehicle coming down 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 areas, or heavy washdown environments spend for disregarded hardware. Rust decreases cross-sectional strength, takes nuts, and can make re-torquing impossible without replacement. A U-bolt that looks acceptable from a range might be thinned down near the threads or compromised under the bend where wetness sits longest. By the time the threads are pitted and the nuts are fighting every turn, the safe replacement window may currently 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. An excellent driveline is quiet, smooth, and easy to forget. A bad one reminds you at 35 mph, again at 55 mph, and louder still under load.

A driveline should deal with torsional force, altering angles, suspension travel, and roadway shock. On trucks, particularly modified ones, the margin for mistake gets smaller sized quick. Raise the suspension and the operating angle modifications. Lengthen the wheelbase and the shaft might need to be remodelled. Increase horsepower and the initial tubing, yokes, or universal joints may no longer depend on the task. Even a truck that has actually not been customized can need driveline service as soon as wear, rust, or balance concerns begin revealing up.

The most common warning signs are familiar to anybody who has spent time around trucks. A vibration that appears at a particular speed. A rhythmic thump on launch. A clunk when shifting from drive to reverse. A high-

pitched whine or a rough feel through the seat and floor. Sometimes the concern is a worn U-joint, sometimes a dinged up shaft, and in some cases the angles are simply wrong after a suspension change.

It is appealing to neglect a mild driveline vibration if the truck still drives. That is an error. Vibration is not just sound. It is energy going somewhere it should not, into bearings, seals, transfer case elements, 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 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 need to match the suspension height and travel. Too brief and the shaft can pull apart under droop or strike an operating limit at complete extension. Too long and it can bottom out, harming the transmission or transfer case output. The angle matters just as much. U-joints work best within an affordable operating range, and when the front and rear angles are not set correctly, the joints accelerate and slow down unevenly. That can create vibration even when every part looks new.

Balance also matters more than many 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 end up being a measurable vibration once the shaft is spinning quickly enough. On some trucks the issue just appears above a specific speed, which leads people to think tires. Tires deserve evaluation, however a balanced truck requires 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 particularly important after suspension lifts, axle swaps, gear modifications, or power upgrades. Any of those can alter the load path enough to validate rechecking the shaft, joints, slip yoke engagement, and carrier bearing position.

Performance is not just about speed

Truck owners frequently speak about efficiency as if it implies horse power alone. On a working truck, efficiency is broader than that. It consists of smooth power shipment, stable towing, predictable handling, and the ability to carry a load without punishing the drivetrain. Custom U bolts and drivelines influence all of it.

A secure axle mount assists the truck put power down regularly. That matters when releasing with a trailer, crawling a job website, or climbing up 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 driver tiredness becomes its own type of performance loss.



There is also an indirect advantage that gets ignored. Trucks that run smoother tend to hold together better. Less vibration methods less fastener loosening, less bushing wear, and less stress on welds, mounts, and seals. Over time, those small cost savings accumulate. A fleet manager might discover it in minimized downtime. A private owner may discover it in less shop 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 located and the powertrain connected deserves the same seriousness. A truck with the incorrect U-bolts or a compromised driveline is not simply less improved. It is less predictable.

The axle should sit squarely 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 react in methods the motorist can not fully control. An unsteady rear axle can affect lane tracking and braking stability. A failing driveline can lock up, different, or damage nearby elements, particularly if a universal joint fails at speed.

A couple of useful practices help reduce danger. After any suspension work, U-bolts should be looked for proper torque according to the hardware and application being used. After a driveline modification, the truck must be roadway evaluated for vibration at the speeds where problems frequently appear. New parts ought to be inspected after preliminary break-in, because clamp load can settle and reveal anything that was missed during assembly. None of this is attractive, however it is the difference between a truck that stays reputable and one that keeps returning with the exact same complaint.

What quality looks like in the shop

Good truck parts generally expose themselves before they are even installed. With custom U bolts, quality begins with accurate dimensions, clean threads, appropriate material, and a bend that matches the axle and spring pack correctly. The legs need to be long enough to permit secure nut engagement without extreme additional thread. The finish must be suited to the environment, whether that means 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 ask about trip height, wheelbase, suspension travel, intended use, and power level. Those concerns are not filler. They are the distinction in between a shaft that merely fits and one that survives.

A hurried order often costs more than a careful one. If the truck is down, it is tempting to accept the very first part that seems close enough. That is how repeat labor begins. The part gets here, it practically fits, the shop improvises, and the truck returns with the exact same vibration or a new one. Great builders and repair shops learn to decrease on these parts because 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 few specific concerns before purchasing hardware or scheduling a driveline develop. These are not academic questions, 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 issue 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 drawback setup changed the rear load? Has actually the truck been repowered or tuned for more torque?

Those details shape the ideal answer. The part number matters, however so does context. A truck that tows a horse trailer on weekends has different needs than one carrying tools in a work zone every day. A four-wheel-drive truck with a transfer case and front shaft needs different driveline geometry than custom U bolts a two-wheel-drive chassis. The more truthfully the truck's use is explained, the better the part choice tends to be.

Maintenance that avoids expensive surprises

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

That attention is especially beneficial after hauling heavy loads, running off-road, or hitting a pit hard enough to make the cab jump. Those events can stun the suspension and driveline in ways that are not visible from the chauffeur's seat. The truck might feel fine on the next journey, but the evaluation afterward is what keeps a small concern from growing.

For trucks used hard, the period between checks should be much shorter. That is not an overreaction. It is respect for the responsibility cycle. A weekend cruiser and an industrial work truck do not age at the very same rate.

The parts that keep the remainder of the truck honest

There is a factor experienced service technicians focus on custom U bolts and drivelines before they go after more dramatic repairs. These truck parts tell the fact about fit, load, and alignment. If the rear axle is secured effectively and the driveline is working as designed, a truck tends to feel calmer, stronger, and more foreseeable. If either one is compromised, the truck often spends the next couple of thousand miles transmitting the problem in noise, vibration, and wear.

That is why these parts are worthy of more respect than they normally get. They are not devices. They are structural and mechanical anchors for the method a truck behaves on the roadway and under load. When they are picked carefully, set up properly, and contacted the very same seriousness provided to brakes or tires, the outcome is a truck that performs better and stays much safer for longer.

A truck does not require flashy parts to earn trust. It needs the best hardware in the best location, tightened correctly, well balanced correctly, and matched to the job. Custom U bolts and appropriately constructed drivelines do exactly that, and they do it quietly, which is typically 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

Those enjoying a drink at Ninkasi Brewing Company are not far from specialists who provide Drivelines repair, Custom U Bolts fabrication, and dependable Truck Parts.