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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Downtime has a price, and driveline vibration has a way of making that rate climb. It begins as a hum under the flooring or a mirror that blurs at 45 mph, then turns into u-joint heat, carrier bearing failure, and a service contact

the shoulder. The stakes are not abstract. Excess vibration magnifies wear across the whole chassis. Tires scallop, transmission mounts split, differential pinion seals weep, and fuel economy drops half a mile per gallon. If you depend upon a truck to make, a clean-running driveline is a bottom-line item.

You do not require to end up being a machinist to buy driveline work smartly. You do require to understand how quality shows up, what tolerances matter, and how to sort a genuine rebuilder from somebody who is simply painting rusty shafts and pushing in captive u-joints. This guide walks through the process and the decisions, from measurement and phasing to balancing and custom parts. It covers where custom fabrication makes good sense, what great stores provide, and how to prevent costly do-overs.

What a driveline does, and how durable changes the rules

At its easiest, a driveline transfers turning power from the transmission or transfer case to the axle pinion. In heavy trucks and trade equipment the assembly often covers long distances and several joints. You might see a two-piece shaft with a carrier bearing on a highway tractor, or 3 pieces with an intermediate jackshaft under a mixer or discard truck. As length grows, so does the requirement for accurate positioning and balance. A couple of thousandths of an inch of runout that would be safe in a short automobile shaft can become a shaker when multiplied over 80 inches of tube and two or 3 joints.

Common elements you will come across:

- Tubes, typically 3.5 to 6 inches in diameter, with wall thickness from around 0.083 to 0.250 inch depending on torque and span.
- Weld yokes and slip yokes that mate to universal joints and splines.
- Universal joints, greasable or sealed, sometimes with high-angle or full-round caps for extreme service.
- Center or carrier bearings for multi-piece drivelines.
- Flange yokes or buddy flanges at the transmission and differential.
- Safety loops or guards in certain applications.

Heavy-duty brings heavier torque pulsation from diesel motor, steeper angles from raised suspensions or heavy loads, and longer unsupported lengths. Those factors raise level of sensitivity to phasing, runout, and balance.

Classic signs, and what they mean

Vibration has signatures. Experienced techs can frequently guess the source by frequency and vehicle speed.

A stable buzz that appears at a particular roadway speed, independent of engine rpm, points to driveline imbalance or runout. It will typically peak around a crucial shaft speed, then lessen or shift if you upshift and alter driveshaft rpm at an offered road speed.

A cyclic roar or rumble that modifications on throttle tip-in might be a u-joint brinelling in one aircraft. Heat at a single cap, dry rust powder under a u-joint strap, or micro-spalling inside the caps validates it.

A shudder on launch, then smooth travelling, tends to be an angle concern or a worn slip spline binding as the suspension moves.

A drumming at 20 to 30 miles per hour that disappears above 40 regularly implicates a provider bearing support or a floppy center assistance bracket.

Not all shakes originate from drivelines. Tires with damaged belts, bent wheels, out-of-round brake drums, bad engine mounts, or a harmed pinion yoke can make complex the photo. Before licensing a rebuild, it is fair to ask

the store to inspect yoke pilots, flange face runout, and u-joint bores. A mindful shop isolates the problem instead of hanging parts.

The rebuild, step by action, and what quality looks like

A proper rebuild starts with inspection. The shop checks tube straightness, yoke bore wear, spline lash, and the match between companion flanges. A lot of use a V-block and dial sign, or they mount the shaft in a lathe. Anything over about 0.010 inch total showed runout on a normal highway-length tube is suspect. On very long sections, target worths are tighter.

Tube replacement is common. If the tube is dented, kinked, greatly corroded, or split at the weld toe, it requires new steel. Great rebuilders stock DOM and electric resistance bonded tube in common diameters and wall densities, then cut to length, prep on a lathe, and fit new weld yokes. Ask whether they use a mandrel to make sure concentricity through the weld, and whether they straighten after welding. Heat input during welding can pull a tube out of true. Shops that skip correcting end up chasing balance weights later.

Phasing matters. U-joints should be lined up so that the input and output angular accelerations cancel. On a single-piece shaft with two u-joints, the yokes at both ends should be in line. On multi-piece assemblies the phases repeat at each section referenced to the carrier bearing bracket. If a shaft was marked at disassembly, those witness marks guide phasing on reassembly. If a shop returns your shaft without phase marks, inquire to add scribe marks or paint stripes. It saves time the next time the carrier bearing requires replacement.

U-joint choices are not insignificant. Greasable joints are hassle-free and can last a very long time in fleet service, but every hole drilled for a zerk reduces cross strength and can concentrate stress. Sealed sturdy joints with bigger trunnions carry more load and frequently run smoother. On highway tractors, a high quality sealed joint can run 300 to 500 thousand miles. On mixers, refuse trucks, or rake trucks that see contamination and steep angles, greasable full-round joints might be the safe bet. The secret is consistent maintenance and avoiding cheap bearings with soft caps that fret in the yokes.

Slip splines should have attention. If you feel notchiness as you compress the slip by hand, it is worn. Try to find polishing, broad lash, or dry rust on the male spline. Some applications utilize covered splines or dust boots to extend life. An oversize or long travel slip may be needed after wheelbase changes. It is much better to spec the ideal slip length than to rely on a minimal engagement that tears out under axle wrap.

Carrier bearings fail in 2 methods. The rubber isolator rips or collapses, or the bearing itself brinnells. Either can trigger positioning shifts, especially under torque. When replacing a provider, inspect the bracket and shims, and confirm the bracket is not bent. Even a couple of millimeters of balanced out can alter joint angles enough to feed vibration at highway speeds.

Once welded and phased, the assembly goes to the balancer. That is where excellent stores different themselves.

What balancing truly entails

Balancing is not a single number on a screen. It is a procedure of measuring residual unbalance and remedying it with weights exactly placed at one or more aircrafts. Short, stiff shafts might just need single plane corrections close to the center of gravity. Long durable drivelines generally need two plane dynamic balancing. The balancer spins the shaft at a set speed and steps amplitude and angle of unbalance at each end. The operator then includes weight at recommended clock angles.

Numbers differ by shop and by shaft size, however a skilled target for a highway tractor shaft is frequently in the series of a few gram inches to low ounce inches per plane. The point is not the precise unit, it is consistency and documentation. If you ask for balance reports, a serious shop can print or email them, including correction weights and their positions.

Critical speed is the killer that frequently gets neglected. Every shaft has a speed where it wants to bow or whip. That speed depends upon length, size, wall density, assistance bearings, and product. You can estimate it approximately, however shops with experience know to check forecasted service rpm against vital speed. They might upsize tube size to raise the margin, reduce periods with an added carrier bearing, or change tube thickness to change tightness. Paint can hide sins, however it will not change crucial speed. If a truck comes back with a shaft that vibrates just in leading gear at highway speeds, and the vibration scales with speed but not load, critical speed is suspect.

Weight style matters too. Weld-on pieces provide strong retention in off-road service, but they can make complex future weld repair work and trap particles. Stick-on weights look tidy however can fly off in heat and oil. Ask the shop how they protect weights and whether they seal over corrections to keep balance steady in service.

Finally, some problems need on-vehicle balancing. When a vibration reveals just under extremely particular load and speed windows, and a free-spinning shaft on a bench balancer looks fine, an on-truck balancer can reveal resonance in the put together system. Couple of shops do this typically, however it is a mark of a diagnostician instead of a parts hanger.

Materials, fabrication, and the small details that add up

Tube quality drives life span. Drawn-over-mandrel tube offers a smooth inside diameter, tight tolerance, and excellent straightness. Electric resistance bonded tube can work well in moderate service if the weld seam is controlled and oriented consistently. On severe torque builds, thicker walls tame deflection, but weight climbs up and important speed drops for a given diameter. Many employment drivelines live between 0.120 and 0.188 inch wall, while very long spans or high torque setups use 0.219 or 0.250. There is no complimentary lunch. Much heavier wall deals with abuse however needs attention to balance and speed limits.

Yoke metallurgy shows up when you tighten straps or press bearings. Inexpensive cast yokes deform, and the cap tires oval out. Great yokes are created and machined to spec. Look for clean fillets, uniform surface in the bores, and no chatter on the clamp deals with. If you run full-round joints with bearing straps, the bolt holes should not be extended or out of round. On strap and bolt joints, reuse bolts only if they fulfill the maker's torque specification and are not necked.

Weld quality is visible. An uniform bead with proper width, without undercut or porosity, informs you the welder managed heat input. Extreme bluing or burned paint far beyond the joint mean poor heat control and likely tube distortion. After welding, truing is not optional. Correcting presses and dial indications come out before the shaft ever hits the balancer.

Phasing marks are complimentary to include and conserve disappointment down the road. So are paint dots on the caps that tie back to documented torque specs. Little touches like those correlate with cautious balancing.

When custom fabrication is the right move

If you changed wheelbase, moved a transmission, switched an axle ratio with a various pinion balanced out, or included a PTO, stock parts may not fit or perform. Custom fabrication shines when geometry changes. Examples from the shop floor:

- A logging truck that gained a 20 inch stinger for a self-loader needed a two-piece driveline with an included carrier bearing to keep crucial speed above cruise rpm.
- A dump truck with an aftermarket rubber block suspension crouched loaded and raised angles at the rear joint past 6 degrees. A bigger diameter tube and high-angle u-joints brought angles and velocity variation into a safe zone.
- An older refuse truck with damaged crossmembers required a new center assistance bracket. The shop produced a gusseted plate, then used shims to bring the provider bearing back into plane with the transmission output.

Custom U Bolts get in the story earlier than many owners expect. Axle real estate seats, leaf spring loads, and aftermarket lift blocks tend to make basic shelf U-bolts a dangerous guess. A correct U-bolt has the right bend radius to match the axle tube, rolled threads for strength at the root, correct leg length to capture the stack with space for a few threads happy, and either zinc plating or a coating to slow corrosion. Bent-from-all-thread is a typical corner cut that stops working early. Shops that make Custom U Bolts internal take measurements from the real axle and spring stack and bend on a press with the right passes away. Torque matters here too. A heavy tandem axle can call for 250 to 450 pound feet on U-bolt nuts. Without that securing force, the axle can walk and toss pinion angle into mayhem. If your driveline developed vibration right after spring work, put a torque wrench on every U-bolt, then recheck angles.

How to measure for a new or rebuilt shaft without guessing

Shops can just develop what you request for, and measurement errors result in pricey returns. When in doubt, a good rebuilder will crawl under the truck and measure in person. If you must supply measurements yourself, utilize this brief checklist.

- Record the car at ride height, on the ground, with typical load. Step from flange face to flange face, not off the edges of the yokes.
- Note spline count and significant size on slip yokes. Count twice. Numerous look alike in the beginning glance.
- Check pilot sizes and bolt patterns on companion flanges. A millimeter mistake can prevent assembly.
- Capture u-joint series by measuring cap diameter and period in between yoke ears. Do not presume based on year or model.
- Document operating angles at each joint. A basic digital angle finder on the yokes and tube offers you the data to keep each joint under roughly 3 degrees for highway usage, or to validate high-angle parts if needed.

If the chassis is insufficient or the angle will alter with final trip height, make that clear. A few added words on the work boss air trip pressure or empty versus crammed position prevent surprises.

Choosing the right store, and what to ask before you buy

A couple of concerns separate the real driveline professionals from parts swappers and paint artists.

- What balance technique do you use on sturdy drivelines, single aircraft or 2 plane, and can you provide balance reports if needed?
- What runout spec do you hold on finished tubes of my length? How do you appropriate weld pull, and do you straighten before balancing?
- What tube stock and yokes do you utilize, and how do you pick wall density and diameter for crucial speed margin in my application?
- How do you stage and mark multi-piece drivelines relative to the provider bearing bracket, and do you document u-joint torque specifications on return?
- What warranty do you provide on rebuilt drivelines, u-joints, and provider bearings, and what failures are omitted, such as bent yokes from impact or running beyond angle limits?

Clear, specific answers are a good sign. So is a shop that declines a job if your requested geometry will run too close to vital speed. That type of pushback saves you roadway calls later.

Truck parts quality, and where to invest versus save

Not all Truck Parts carry equal weight in driveline health. You can frequently conserve money on non-rotating brackets or security loops. Invest carefully on the turning core.

U-joints sit at the top of the quality stack. Reliable brand names hold tolerances on cap diameter and trunnion finish. Low-cost joints come with sloppy needles that pound into dust and caps that worry in the yoke. If cost seems too excellent, it is. In occupation fleets, a failed joint usually takes straps, caps, and in some cases ears with it. The resulting downtime overshadows the savings.

Carrier bearings are another part where quality shows up. Take a look at the rubber isolator. Firm, uniform rubber with good bond lines and a beefy bracket lives longer than thin rubber that sags in months. Bearings with appropriate seals and grease fill last. Buying a complete assistance that matches your frame bracket simplifies shimming and alignment.

Slip yokes and splines should match product and covering to the environment. In salt areas, a phosphate or nickel treatment can slow pitting. If you run heavy PTO use at odd angles, a slip with more engagement length lowers wear. When the spline rocks, no amount of grease will recover a smooth launch.

Companion flanges have pilots that center the joint. Wear here is subtle however severe. If the pilot gets wallowed, focusing shifts off the bolts and you will go after balance forever. Change worn flanges instead of stacking tolerance on tolerance.

For non-rotating hardware, Custom U Bolts deserve the same regard as the turning pieces. They keep the axle in place, which controls pinion angle under load. Quality U-bolts with proper nuts and hardened washers hold torque. Request rolled threads and confirm surface. In fleets that service gravel or off-road, a coat andersonbrotherste.com drivelines of paint or wax on exposed threads pays for itself.

Angles, ride height, and multi-piece alignment

Even the best well balanced shaft will shake if joint angles are wrong. Universal joints do not transmit torque at consistent speed when angled. Two joints in series, correctly phased and at equal angles, cancel each other's speed variation. Issues occur when the angles differ, or when the center bearing in a multi-piece shaft sits off-plane.

For highway usage, keeping operating angle at each joint under about 3 degrees is a great guideline. Under 1 degree is perfect however often impractical with frame crossmembers and product packaging. Vocational trucks that cycle suspension travel more should have low angles at nominal ride height to lower wear. Use a digital inclinometer to determine the transmission output, the shaft, and the pinion. The angle in between the shaft and each yoke face is what matters. Do not assume frame level equates to angle correct.

On two-piece drivelines, the center bearing must be square to the first shaft and in plane with the output. A shim stack that is off by even a small amount sets the second shaft at an odd angle and includes a low frequency rumble. Many carriers mount on slotted holes. Torque the fasteners with the truck at trip height and recheck after a hundred miles. Rubber relaxes, and shims can seat.

Suspension modifications make complex whatever. Air ride that runs a various pressure empty versus packed will change pinion angle in service. A lift that uses blocks without pinion angle correction can push a rear joint beyond its happy range. Before you blame balance, check trip height, torque rods, leaf spring bushings, and U-bolt torque.

Cost, turn-around, and practical expectations

Prices move with region and supply, however common varieties hold across shops that do cautious work.

A straightforward single-piece highway driveline with new tube, two new u-joints, and vibrant balance frequently lands in the 500 to 1,200 dollar variety. A long, big diameter tube with premium joints may run greater. Multi-piece assemblies with a new provider bearing, three joints, and alignment can vary from 1,200 to 3,000 dollars depending upon product and parts brand name. Balance only, if your parts are sound, can be 150 to 400 dollars.

Turnaround times vary with work and parts on hand. A store that stocks typical tube sizes, weld yokes, and u-joints can turn an easy rebuild in a day or 2. Custom fabrication that changes size, adds a provider bracket, or requires uncommon yokes takes longer. Expect a week if parts need to be ordered.

If you need field service or on-vehicle balancing, factor in travel and setup charges. Spending for a tech who brings an angle finder, torque wrench, and the judgment to state no to a bad geometry is seldom lost money.

Maintenance that keeps balance true

A well balanced shaft can head out once again if upkeep slips. Grease intervals for u-joints differ, however a useful rhythm for daily-use occupation trucks is every 5 to 10 thousand miles, faster in damp or contaminated environments. Purge old grease until fresh appears at all 4 caps, then clean excess that can bring in grit. Do not

forget the slip spline. A percentage of the proper grease on the male and inside the female decreases stick-slip shudder. Usage grease suggested for splines, typically a moly blend.

Torque checks stop parts from strolling. After any driveline service, put a torque wrench on strap bolts, provider bearing fasteners, and Custom U Bolts at 50 to 100 miles. Straps extend somewhat, rubber seats, and paint crushes. Confirming clamp load catches problems early. Tape these checks. If a strap bolt turns quickly after a short run, replace it. Extended bolts do not hold torque reliably.

Keep an eye on seals and mounts. A pinion seal that starts weeping may be an outcome, not a cause. Vibration hammers seals and bearings. Engine and transmission mounts that sag transfer more movement into the shaft. Change per schedule or at the very first sign of cracking.

Finally, deal with balance weights with respect. If you see a missing out on weight or a fresh bare metal patch where a weight used to sit, get the shaft rebalanced before it takes out bearings.

Final buying advice

You can purchase driveline work the method people buy tires, by cost and accessibility, or you can purchase it the method fleets with low downtime do, by spec and track record. Bring information. Angles, lengths, spline counts, and expected load assist a great store construct as soon as and develop right. Request tolerances, not slogans. Expect to pay a little more for tight balancing, straight tubes, and documented phasing. It pays back in less callbacks and less time on the shoulder.

When work broadens beyond a simple rebuild, do not hesitate of custom fabrication. If geometry modifications, custom beats compromise. That includes Custom U Bolts for suspension integrity and proper pinion angle. When you include a provider bearing or change tube size, have the shop talk you through critical speed and the compromises in between tightness and weight. If they speak in particular numbers and useful restraints, you remain in excellent hands.

Drivelines are not attractive Truck Parts. They do their finest work undetected. With the right options and a shop that appreciates the thousandths, they will stay that way.

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
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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

Following a walk through the beautiful Owen Rose Garden, truck owners frequently schedule Drivelines maintenance, Custom U Bolts fabrication, and pick up reliable Truck Parts.