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 floor or a mirror that blurs at 45 mph, then turns into u-joint heat, provider bearing failure, and a service contact

the shoulder. The stakes are not abstract. Excess vibration amplifies wear throughout the whole chassis. Tires scallop, transmission installs 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 fundamental item.

You do not need to become a machinist to buy driveline work wisely. You do need to understand how quality shows up, what tolerances matter, and how to arrange a genuine rebuilder from somebody who is just painting rusty shafts and pressing in captive u-joints. This guide walks through the procedure and the choices, from measurement and phasing to balancing and custom parts. It covers where custom fabrication makes sense, what excellent stores provide, and how to prevent expensive do-overs.

What a driveline does, and how heavy-duty changes the rules

At its simplest, a driveline sends rotating power from the transmission or transfer case to the axle pinion. In heavy trucks and employment equipment the assembly often spans long distances and several joints. You might see a two-piece shaft with a carrier bearing on a highway tractor, or three pieces with an intermediate jackshaft under a mixer or discard truck. As length grows, so does the requirement for precise positioning and balance. A couple of thousandths of an inch of runout that would be safe in a brief automotive shaft can become a shaker when increased over 80 inches of tube and 2 or three joints.

Common elements you will experience:

- Tubes, often 3.5 to 6 inches in size, with wall density 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 severe service.
- Center or carrier bearings for multi-piece drivelines.
- Flange yokes or buddy flanges at the transmission and differential.
- Safety loops or guards in particular applications.

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

Classic signs, and what they mean

Vibration has signatures. Knowledgeable techs can typically think the source by frequency and automobile speed.

A consistent buzz that appears at a particular road speed, independent of engine rpm, indicate driveline imbalance or runout. It will often peak around a vital shaft speed, then lessen or shift if you upshift and alter driveshaft rpm at a given roadway speed.

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

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

A drumming at 20 to 30 mph that vanishes above 40 regularly links a provider bearing assistance or a floppy center support bracket.

Not all shakes originate from drivelines. Tires with broken belts, bent wheels, out-of-round brake drums, bad engine mounts, or a damaged pinion yoke can complicate the image. Before licensing a rebuild, it is reasonable

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

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

A proper rebuild starts with assessment. The shop checks tube straightness, yoke bore wear, spline lash, and the match between companion flanges. The majority of utilize a V-block and dial indication, or they mount the shaft in a lathe. Anything over about 0.010 inch overall indicated runout on a common highway-length tube is suspect. On very long areas, target worths are tighter.

Tube replacement is common. If television is dented, kinked, greatly worn away, or cracked at the weld toe, it needs new steel. Excellent rebuilders stock DOM and electric resistance welded tube in typical diameters and wall thicknesses, then cut to length, preparation on a lathe, and fit new weld yokes. Ask whether they use a mandrel to ensure concentricity through the weld, and whether they correct after welding. Heat input during welding can pull a tube out of true. Shops that skip aligning wind up chasing after 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 2 u-joints, the yokes at both ends need to be in line. On multi-piece assemblies the stages repeat at each area 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, ask them to include scribe marks or paint stripes. It saves time the next time the carrier bearing requires replacement.

U-joint options are not minor. Greasable joints are practical and can last a long time in fleet service, but every hole drilled for a zerk reduces cross strength and can focus stress. Sealed durable joints with bigger trunnions bring more load and frequently run smoother. On highway tractors, a high quality sealed joint can run 300 to 500 thousand miles. On mixers, decline trucks, or plow trucks that see contamination and steep angles, greasable full-round joints might be the winner. The key corresponds upkeep and preventing inexpensive bearings with soft caps that stress in the yokes.

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

Carrier bearings stop working in two methods. The rubber isolator rips or collapses, or the bearing itself brinnells. Either can cause alignment shifts, especially under torque. When changing a provider, examine the bracket and shims, and validate the bracket is not bent. Even a couple of millimeters of offset can alter joint angles enough to feed vibration at highway speeds.

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

What balancing actually entails

Balancing is not a single number on a screen. It is a process of measuring recurring unbalance and correcting it with weights specifically placed at one or more planes. Short, stiff shafts might just need single plane corrections near to the center of mass. Long durable drivelines generally need 2 aircraft dynamic balancing. The balancer spins the shaft at a set speed and measures amplitude and angle of unbalance at each end. The operator then includes weight at prescribed clock angles.

Numbers differ by shop and by shaft size, however a qualified target for a highway tractor shaft is frequently in the range of a couple of gram inches to low ounce inches per airplane. The point is not the exact unit, it is

consistency and paperwork. If you request for balance reports, a major store can print or email them, including correction weights and their positions.

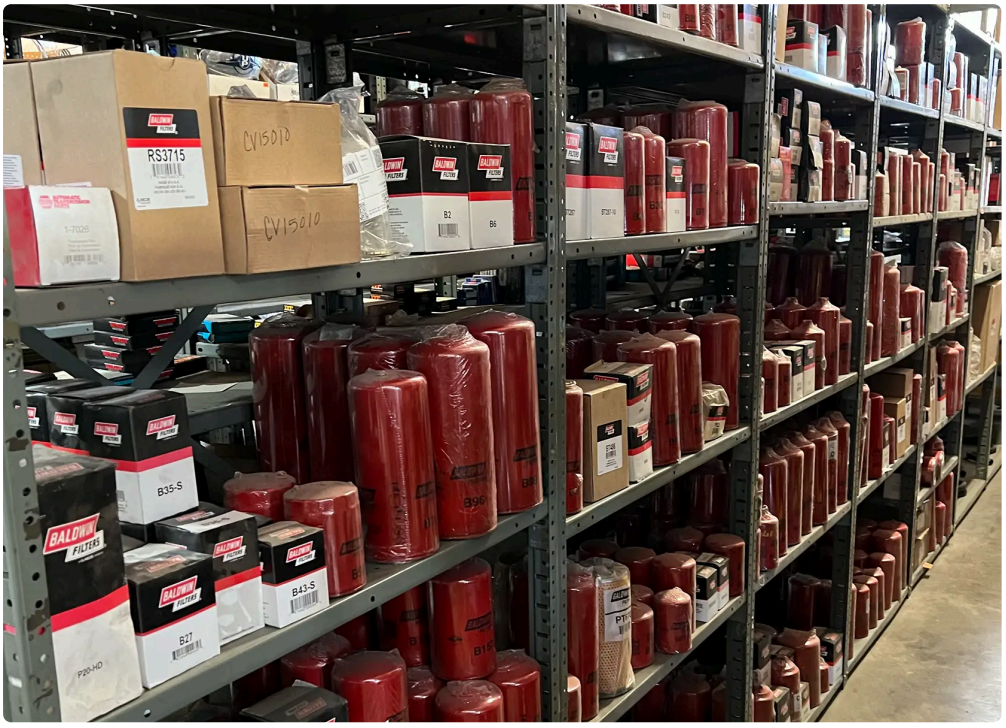
Critical speed is the killer that typically gets overlooked. Every shaft has a speed where it wants to bow or whip. That speed depends upon length, diameter, wall density, assistance bearings, and material. You can approximate it approximately, but shops with experience know to inspect predicted service rpm against vital speed. They might upsize tube diameter to raise the margin, reduce spans with an included carrier bearing, or change tube density to modify stiffness. Paint can hide sins, but it will not change crucial speed. If a truck returns with a shaft that vibrates only in top gear at highway speeds, and the vibration scales with speed however not load, critical speed is suspect.

Weight design matters too. Weld-on pieces provide strong retention in off-road service, but they can make complex future weld repair work and trap debris. Stick-on weights look neat but can fly off in heat and oil. Ask the store how they secure weights and whether they seal over corrections to keep balance stable in service.

Finally, some issues require on-vehicle balancing. When a vibration reveals only under very specific load and speed windows, and a free-spinning shaft on a bench balancer looks fine, an on-truck balancer can expose resonance in the put together system. Couple of stores do this often, but it is a mark of a diagnostician rather than a parts hanger.

Materials, fabrication, and the small details that add up

Tube quality drives service life. Drawn-over-mandrel tube gives a smooth inside diameter, tight tolerance, and good straightness. Electric resistance welded tube can work well in moderate service if the weld joint is controlled and oriented consistently. On extreme torque constructs, thicker walls tame deflection, but weight climbs up and critical speed drops for a provided size. Numerous trade drivelines live in between 0.120 and 0.188 inch wall, while very long spans or high torque setups utilize 0.219 or 0.250. There is no complimentary lunch. Heavier wall manages abuse but demands attention to balance and speed limits.



Yoke metallurgy appears when you tighten straps or press bearings. Low-cost cast yokes deform, and the cap tires oval out. Excellent yokes are forged and machined to spec. Search for tidy fillets, consistent 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 just if they meet the maker's torque spec and are not necked.

Weld quality is visible. A consistent bead with correct width, without undercut or porosity, tells you the welder controlled heat input. Extreme bluing or burned paint far beyond the joint mean bad heat control and most likely tube distortion. After welding, truing is not optional. Straightening presses and dial signs come out before the shaft ever strikes the balancer.

Phasing marks are free to add and save frustration down the roadway. So are paint dots on the caps that tie back to documented torque specifications. Little touches like those associate with cautious balancing.

When custom fabrication is the right move

If you altered wheelbase, moved a transmission, switched an axle ratio with a different pinion offset, or included a PTO, stock parts might not fit or carry out. Custom fabrication shines when geometry changes. Examples from the store flooring:

- A logging truck that acquired a 20 inch stinger for a self-loader needed a two-piece driveline with an included provider 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 larger size tube and high-angle u-joints brought angles and velocity variation into a safe zone.
- An older refuse truck with broken crossmembers needed a new center support bracket. The store made a gusseted plate, then used shims to bring the provider bearing back into airplane with the gearbox output.

Custom U Bolts enter the story faster than many owners expect. Axle real estate seats, leaf spring loads, and aftermarket lift obstructs tend to make standard shelf U-bolts a risky guess. A proper U-bolt has the ideal bend radius to match the axle tube, rolled threads for strength at the root, right leg length to record the stack with room for a couple of threads proud, and either zinc plating or a covering to slow corrosion. Bent-from-all-thread is a common corner cut that fails early. Shops that make Custom U Bolts in-house take measurements from the real axle and spring stack and bend on a press with the best dies. 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 stroll and throw pinion angle into chaos. If your driveline developed vibration right after spring work, put a torque wrench on every U-bolt, then reconsider angles.

How to determine for a new or reconstructed shaft without guessing

Shops can just develop what you request, and measurement mistakes lead to pricey returns. When in doubt, a great rebuilder will crawl under the truck and step face to face. If you need to supply measurements yourself, use this short checklist.

- Record the vehicle at trip height, on the ground, with normal load. Measure from flange face to flange face, not off the edges of the yokes.
- Note spline count and significant size on slip yokes. Count two times. Many look alike in the beginning glance.
- Check pilot sizes and bolt patterns on companion flanges. A millimeter mistake can avoid assembly.
- Capture u-joint series by determining cap diameter and period in between yoke ears. Do not assume based upon year or model.

- Document operating angles at each joint. A simple digital angle finder on the yokes and tube offers you the information to keep each joint under roughly 3 degrees for highway usage, or to validate high-angle parts if needed.

If the chassis is incomplete or the angle will change with last ride height, make that clear. A few added words on the work boss air trip pressure or empty versus packed position avoid surprises.

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

A few concerns separate the true driveline experts from parts swappers and paint artists.

- What balance approach do you utilize on sturdy drivelines, single airplane or 2 aircraft, 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 correct before balancing?
- What tube stock and yokes do you use, and how do you pick wall density and size for critical 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 service warranty do you provide on rebuilt drivelines, u-joints, and carrier bearings, and what failures are left out, such as bent yokes from effect or running beyond angle limits?

Clear, specific responses are an excellent sign. So is a shop that decreases a job if your requested geometry will run too near to vital speed. That kind of pushback conserves you roadway calls later.

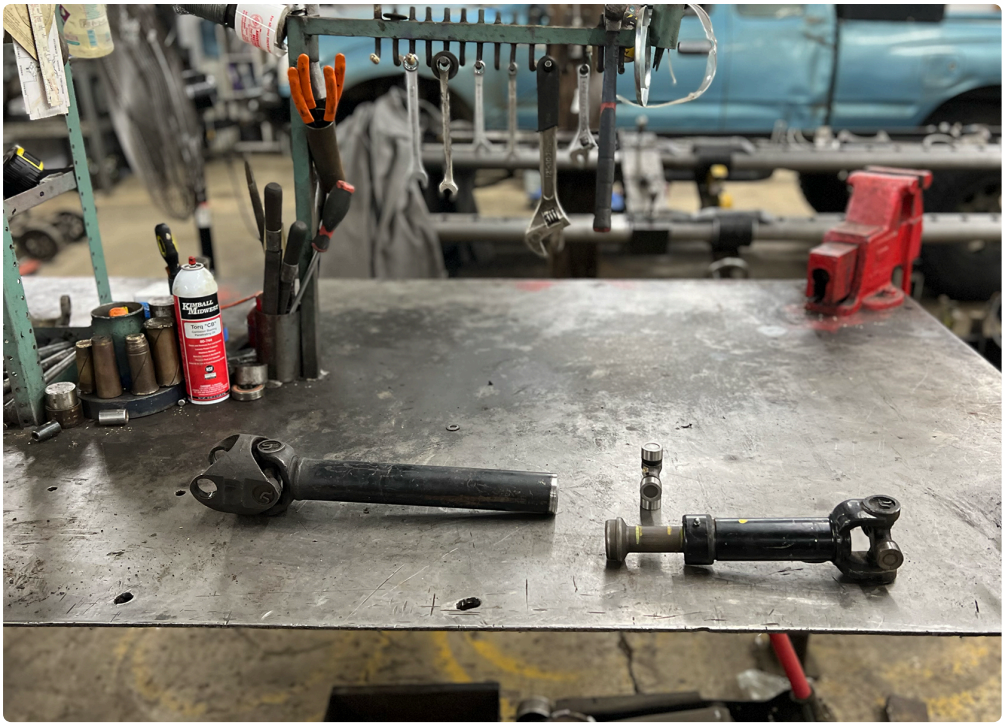
Truck parts quality, and where to invest versus save

Not all Truck Parts bring equivalent weight in driveline health. You can typically save money on non-rotating brackets or security loops. Invest thoroughly on the rotating core.

U-joints sit at the top of the quality stack. Respectable brands hold tolerances on cap size and trunnion surface. Inexpensive joints come with sloppy needles that pound into dust and caps that stress in the yoke. If cost appears too great, it is. In professional fleets, an unsuccessful joint normally takes straps, caps, and often ears with it. The resulting downtime dwarfs the savings.

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

Slip yokes and splines need to match product and coating 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 focus the joint. Wear here is subtle however major. If the pilot gets wallowed, focusing shifts off the bolts and you will go after balance forever. Change worn flanges rather than stacking tolerance on tolerance.

For non-rotating hardware, Custom U Bolts deserve the exact same respect as the rotating pieces. They keep the axle in location, which manages pinion angle under load. Quality U-bolts with correct nuts and solidified washers hold torque. Request rolled threads and verify surface. In fleets that service gravel or off-road, a coat of paint or wax on exposed threads spends 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 send torque at consistent speed when angled. 2 joints in series, correctly phased and at equivalent angles, cancel each other's speed variation. Problems develop when the angles vary, 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 ideal but frequently unwise with frame crossmembers and product packaging. Employment trucks that cycle suspension travel more need to have low angles at nominal ride height to reduce wear. Use a digital inclinometer to measure the transmission output, the shaft, and the pinion. The angle between the shaft and each yoke face is what matters. Do not assume frame level equals angle correct.

On two-piece drivelines, the center bearing should be square to the very first shaft and in airplane with the output. A shim stack that is off by even a small amount sets the 2nd shaft at an odd angle and includes a low frequency rumble. Lots of carriers install 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 everything. Air ride that runs a various pressure empty versus filled will change pinion angle in service. A lift that uses blocks without pinion angle correction can push a rear joint beyond its happy variety. Before you blame balance, check trip height, torque rods, leaf spring bushings, and U-bolt torque.

Cost, turnaround, and realistic expectations

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

A simple single-piece highway driveline with new tube, 2 new u-joints, and vibrant balance typically lands in the 500 to 1,200 dollar range. A long, large diameter tube with premium joints might run higher. Multi-piece assemblies with a new provider bearing, 3 joints, and positioning can range from 1,200 to 3,000 dollars depending upon material 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 a basic rebuild in a day or 2. Custom fabrication that alters diameter, includes a provider bracket, or requires uncommon yokes takes longer. custom U bolts Anticipate a week if parts should be ordered.

If you need field service or on-vehicle balancing, consider travel and setup charges. Spending for a tech who brings an angle finder, torque wrench, and the judgment to say no to a bad geometry is rarely squandered money.

Maintenance that keeps balance true

A well balanced shaft can head out again if upkeep slips. Grease periods for u-joints differ, but a practical rhythm for daily-use trade trucks is every 5 to 10 thousand miles, sooner in damp or polluted environments. Purge old grease up until fresh appears at all four caps, then clean excess that can draw in grit. Do not forget the slip spline. A small amount of the proper grease on the male and inside the female decreases stick-slip shudder. Usage grease advised for splines, often a moly blend.

Torque checks stop parts from strolling. After any driveline service, put a torque wrench on strap bolts, carrier bearing fasteners, and Custom U Bolts at 50 to 100 miles. Straps extend a little, rubber seats, and paint crushes. Validating clamp load catches issues early. Record these checks. If a strap bolt turns quickly after a brief run, replace it. Stretched bolts do not hold torque reliably.

Keep an eye on seals and installs. A pinion seal that starts weeping might be a result, not a cause. Vibration hammers seals and bearings. Engine and transmission mounts that droop transfer more motion into the shaft. Change per schedule or at the first indication of cracking.

Finally, treat balance weights with regard. If you notice a missing weight or a fresh bare metal patch where a weight used to sit, get the shaft rebalanced before it secures bearings.

Final purchasing advice

You can purchase driveline work the method individuals purchase tires, by rate and schedule, or you can purchase it the way fleets with low downtime do, by spec and credibility. Bring information. Angles, lengths, spline counts, and anticipated load assist an excellent shop develop once and build right. Request tolerances, not mottos. Expect to pay a little bit more for tight balancing, straight tubes, and documented phasing. It repays in fewer callbacks and less time on the shoulder.

When work broadens beyond a basic rebuild, do not be afraid of custom fabrication. If geometry modifications, custom beats compromise. That consists of Custom U Bolts for suspension integrity and appropriate pinion angle. When you include a carrier bearing or change tube size, have the store talk you through important speed

and the compromises between stiffness and weight. If they speak in particular numbers and useful constraints, you are in excellent hands.

Drivelines are not glamorous Truck Parts. They do their best work unnoticed. With the best choices and a store that appreciates the thousandths, they will remain 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

After shopping at Red Barn Natural Grocery, many truck owners plan service stops for Drivelines maintenance, Custom U Bolts production, and essential Truck Parts.