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 cost, and driveline vibration has a method of making that price climb. It starts as a hum under the floor or a mirror that blurs at 45 mph, then becomes u-joint heat, carrier bearing failure, and a service contact

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

You do not require to become a machinist to purchase driveline work smartly. You do need to know how quality appears, what tolerances matter, and how to sort a genuine rebuilder from someone who is just painting rusty shafts and pressing in captive u-joints. This guide strolls through the process and the choices, from measurement and phasing to balancing and custom parts. It covers where custom fabrication makes good sense, what good shops provide, and how to prevent pricey do-overs.

What a driveline does, and how durable modifications the rules

At its most basic, a driveline sends turning power from the transmission or transfer case to the axle pinion. In heavy trucks and occupation equipment the assembly typically covers long distances and numerous 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 dispose truck. As length grows, so does the requirement for exact positioning and balance. A few thousandths of an inch of runout that would be safe in a brief automotive shaft can end up being a shaker when increased over 80 inches of tube and 2 or 3 joints.

Common elements you will come across:

- Tubes, often 3.5 to 6 inches in size, 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, often with high-angle or full-round caps for extreme service.
- Center or carrier bearings for multi-piece drivelines.
- Flange yokes or companion flanges at the transmission and differential.
- Safety loops or guards in certain applications.

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

Classic signs, and what they mean

Vibration has signatures. Experienced techs can typically guess the source by frequency and lorry speed.

A steady buzz that appears at a specific roadway speed, independent of engine rpm, points to driveline imbalance or runout. It will typically peak around a crucial shaft speed, then reduce or shift if you upshift and change driveshaft rpm at a provided road speed.

A cyclic growl or rumble that modifications on throttle tip-in may 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 problem or a worn slip spline binding as the suspension moves.

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

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

shop to examine yoke pilots, flange face runout, and u-joint bores. A cautious shop isolates the issue rather of hanging parts.

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

An appropriate rebuild starts with inspection. The store checks tube straightness, yoke bore wear, spline lash, and the match between buddy flanges. Many use a V-block and dial indication, or they mount the shaft in a lathe. Anything over about 0.010 inch overall suggested runout on a typical highway-length tube is suspect. On long areas, target values are tighter.

Tube replacement is common. If the tube is dented, kinked, greatly worn away, or split at the weld toe, it needs new steel. Good rebuilders stock DOM and electrical resistance bonded tube in typical diameters and wall thicknesses, then cut to length, prep on a lathe, and fit new weld yokes. Ask whether they utilize a mandrel to guarantee 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 wind up going 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 two u-joints, the yokes at both ends ought to remain in line. On multi-piece assemblies the stages repeat at each section referenced to the provider bearing bracket. If a shaft was marked at disassembly, those witness marks guide phasing on reassembly. If a store returns your shaft without phase marks, ask them to add scribe marks or paint stripes. It conserves time the next time the provider bearing needs replacement.

U-joint options are not minor. Greasable joints are convenient and can last a very long time in fleet service, however every hole drilled for a zerk reduces cross strength and can focus stress. Sealed heavy-duty joints with bigger trunnions carry more load and typically run smoother. On highway tractors, a high quality sealed joint can run 300 to 500 thousand miles. On mixers, refuse trucks, or plow trucks that see contamination and steep angles, greasable full-round joints may be the winner. The secret is consistent maintenance and preventing inexpensive bearings with soft caps that worry 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, 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 ideal slip length than to trust a limited engagement that tears out under axle wrap.

Carrier bearings stop working in 2 methods. The rubber isolator rips or collapses, or the bearing itself brinnells. Either can cause positioning shifts, particularly under torque. When replacing a carrier, check the bracket and shims, and verify 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 excellent stores separate themselves.

What balancing truly entails

Balancing is not a single number on a screen. It is a process of measuring recurring unbalance and fixing it with weights precisely positioned at one or more aircrafts. Short, stiff shafts might only need single aircraft corrections close to the center of mass. Long durable drivelines usually require 2 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 adds weight at prescribed clock angles.

Numbers vary by shop and by shaft size, however a qualified target for a highway tractor shaft is often in the variety of a few gram inches to low ounce inches per aircraft. The point is not the precise unit, it is consistency and documentation. If you truck parts request balance reports, a severe shop can print or email them, consisting of correction weights and their positions.

Critical speed is the killer that typically gets neglected. Every shaft has a speed where it wishes to bow or whip. That speed depends on length, diameter, wall density, support bearings, and product. You can approximate it approximately, however shops with experience know to check predicted service rpm versus vital speed. They might upsize tube size to raise the margin, shorten spans with an included carrier bearing, or modification tube density to modify stiffness. Paint can conceal sins, however it will not alter critical speed. If a truck returns with a shaft that vibrates only in leading gear at highway speeds, and the vibration scales with speed but not load, vital speed is suspect.

Weight design matters too. Weld-on pieces provide strong retention in off-road service, however they can complicate future weld repairs and trap particles. Stick-on weights look neat but can fly off in heat and oil. Ask the store how they protect weights and whether they seal over corrections to keep balance steady in service.

Finally, some issues require on-vehicle balancing. When a vibration reveals just under very 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 assembled system. Couple of stores do this frequently, however it is a mark of a diagnostician instead of a parts hanger.

Materials, fabrication, and the small details that include up

Tube quality drives life span. Drawn-over-mandrel tube offers a smooth inside diameter, tight tolerance, and great straightness. Electric resistance welded tube can work well in moderate service if the weld joint is controlled and oriented consistently. On extreme torque develops, thicker walls tame deflection, but weight climbs up and critical speed drops for an offered size. Lots of occupation 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 demands attention to balance and speed limits.

Yoke metallurgy appears when you tighten up straps or press bearings. Cheap cast yokes deform, and the cap bores oval out. Excellent yokes are created and machined to spec. Search for tidy fillets, uniform finish in the bores, and no chatter on the clamp faces. If you run full-round joints with bearing straps, the bolt holes must not be stretched 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 appropriate width, devoid of undercut or porosity, informs you the welder managed heat input. Extreme bluing or burned paint far beyond the joint hints at poor heat control and most likely tube distortion. After welding, truing is not optional. Correcting the alignment of presses and dial signs come out before the shaft ever hits the balancer.



Phasing marks are complimentary to include and conserve aggravation down the roadway. So are paint dots on the caps that tie back to documented torque specs. Little touches like those associate 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 added a PTO, stock parts may not fit or carry out. Custom fabrication shines when geometry changes. Examples from the store floor:

- A logging truck that gained a 20 inch stinger for a self-loader required a two-piece driveline with an included provider bearing to keep critical 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 decline truck with damaged crossmembers required a new center support bracket. The shop fabricated 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 sooner than numerous owners anticipate. Axle real estate seats, leaf spring packs, and aftermarket lift blocks tend to make basic rack 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, correct leg length to catch the stack with room for a few threads happy, and either zinc plating or a covering to slow deterioration. Bent-from-all-thread is a typical corner cut that stops working 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 ideal passes away. Torque matters here too. A heavy tandem axle can require 250 to 450 pound feet on U-bolt nuts. Without that clamping force, the axle can stroll and toss pinion angle into chaos. If your driveline established vibration right after spring work, put a torque wrench on every U-bolt, then reconsider angles.

How to measure for a new or rebuilt shaft without guessing

Shops can just develop what you request for, and measurement mistakes cause pricey returns. When in doubt, an excellent rebuilder will crawl under the truck and procedure personally. If you need to supply measurements yourself, use this brief checklist.



- Record the car at ride height, on the ground, with common load. Procedure from flange face to flange face, not off the edges of the yokes.
- Note spline count and significant diameter on slip yokes. Count twice. Many appearance alike at first glance.
- Check pilot diameters and bolt patterns on companion flanges. A millimeter error can prevent assembly.
- Capture u-joint series by determining cap diameter and span between yoke ears. Do not assume based on year or model.
- Document operating angles at each joint. An easy digital angle finder on the yokes and tube gives you the information to keep each joint under approximately 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 couple of included words on the work order about air trip pressure or empty versus crammed position prevent surprises.

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

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

- What balance method do you utilize on durable drivelines, single airplane or more aircraft, and can you offer balance reports if needed?
- What runout requirements do you hang on completed tubes of my length? How do you correct weld pull, and do you correct the alignment of before balancing?
- What tube stock and yokes do you utilize, and how do you select 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 record u-joint torque specs on return?
- What warranty do you use on rebuilt drivelines, u-joints, and provider bearings, and what failures are left out, such as bent yokes from impact or operating beyond angle limits?

Clear, specific answers are an excellent indication. So is a shop that declines a task if your asked for geometry will run too close to vital speed. That type of pushback conserves you roadway calls later.

Truck parts quality, and where to invest versus save

Not all Truck Parts carry equivalent weight in driveline health. You can often conserve cash on non-rotating brackets or safety loops. Spend carefully on the turning core.

U-joints sit at the top of the quality stack. Reliable brands hold tolerances on cap diameter and trunnion finish. Inexpensive joints come with sloppy needles that pound into dust and caps that worry in the yoke. If cost seems too excellent, it is. In professional fleets, a failed joint typically takes straps, caps, and sometimes ears with it. The resulting downtime dwarfs the savings.

Carrier bearings are another part where quality is visible. Look at the rubber isolator. Firm, uniform rubber with great bond lines and a beefy bracket lives longer than thin rubber that sags in months. Bearings with proper seals and grease fill last. Buying a complete support that matches your frame bracket simplifies shimming and alignment.

Slip yokes and splines must match product and finish to the environment. In salt regions, a phosphate or nickel treatment can slow pitting. If you run heavy PTO usage at odd angles, a slip with more engagement length decreases wear. As soon as the spline rocks, no quantity of grease will recover a smooth launch.

Companion flanges have pilots that focus the joint. Wear here is subtle but severe. If the pilot gets wallowed, centering shifts off the bolts and you will chase balance permanently. Change worn flanges rather than stacking tolerance on tolerance.

For non-rotating hardware, Custom U Bolts deserve the very same respect as the turning pieces. They keep the axle in location, which controls pinion angle under load. Quality U-bolts with proper nuts and hardened washers hold torque. Ask for rolled threads and verify finish. In fleets that service gravel or off-road, a coat of paint or wax on exposed threads spends for itself.

Angles, trip height, and multi-piece alignment

Even the best well balanced shaft will shake if joint angles are incorrect. Universal joints do not send torque at constant speed when angled. 2 joints in series, correctly phased and at equivalent angles, cancel each other's speed variation. Problems develop 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 rule. Under 1 degree is perfect however often unwise with frame crossmembers and packaging. Professional trucks that cycle suspension travel more need to have low angles at small trip height to reduce wear. Utilize a digital inclinometer to determine the transmission output, the shaft, and the pinion. The angle between the shaft and each yoke face is what matters. Do not presume frame level equates to angle correct.

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

Cost, turnaround, and reasonable expectations

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

An uncomplicated single-piece highway driveline with new tube, 2 new u-joints, and vibrant balance often lands in the 500 to 1,200 dollar range. A long, big diameter tube with premium joints might run higher. Multi-piece assemblies with a new provider bearing, three joints, and alignment can range from 1,200 to 3,000 dollars depending on material and parts brand name. Balance just, if your parts are sound, can be 150 to 400 dollars.

Turnaround times vary with work and parts on hand. A store that stocks common tube sizes, weld yokes, and u-joints can turn an easy rebuild in a day or more. Custom fabrication that alters size, includes a carrier bracket, or needs rare yokes takes longer. Anticipate a week if parts need to be ordered.

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

Maintenance that keeps balance true

A well balanced shaft can head out again if maintenance slips. Grease periods for u-joints vary, but a practical rhythm for daily-use occupation trucks is every 5 to 10 thousand miles, quicker in damp or contaminated environments. Purge old grease until fresh appears at all 4 caps, then wipe excess that can bring in grit. Do not forget the slip spline. A small amount of the correct grease on the male and inside the female lowers stick-slip shudder. Usage grease recommended for splines, frequently a moly blend.

Torque checks stop parts from walking. 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 a little, rubber seats, and paint crushes. Validating clamp load catches problems early. Tape these checks. If a strap bolt turns easily after a short run, change it. Stretched bolts do not hold torque reliably.

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

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

Final purchasing advice

You can buy driveline work the method individuals buy tires, by cost and availability, or you can buy it the way fleets with low downtime do, by specification and track record. Bring information. Angles, lengths, spline counts, and anticipated load help an excellent store construct when and construct right. Ask for tolerances, not slogans. Anticipate to pay a little 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 simple rebuild, do not be afraid of custom fabrication. If geometry modifications, custom beats compromise. That includes Custom U Bolts for suspension stability and proper pinion angle. When you add a provider bearing or modification tube diameter, have the store talk you through vital speed and the compromises between stiffness and weight. If they speak in particular numbers and useful restraints, you remain in good hands.

Drivelines are not glamorous Truck Parts. They do their finest work unnoticed. With the ideal choices and a store that cares about 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 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

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.