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 rate, and driveline vibration has a way of making that price climb. It begins as a hum under the flooring or a mirror that blurs at 45 miles per hour, then becomes u-joint heat, provider bearing failure, and a

service contact the shoulder. The stakes are not abstract. Excess vibration magnifies wear throughout 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 truck parts not need to become a machinist to purchase driveline work smartly. You do require to understand how quality shows up, what tolerances matter, and how to arrange 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 decisions, from measurement and phasing to balancing and custom parts. It covers where custom fabrication makes sense, what excellent stores provide, and how to avoid pricey do-overs.

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

At its most basic, a driveline transmits turning power from the transmission or transfer case to the axle pinion. In heavy trucks and employment equipment the assembly often covers cross countries and multiple joints. You might see a two-piece shaft with a provider bearing on a highway tractor, or 3 pieces with an intermediate jackshaft under a mixer or dump 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 multiplied over 80 inches of tube and 2 or 3 joints.

Common parts you will come across:

- Tubes, often 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 provider 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 motor, steeper angles from lifted suspensions or heavy loads, and longer unsupported lengths. Those elements raise sensitivity to phasing, runout, and balance.

Classic symptoms, and what they mean

Vibration has signatures. Knowledgeable techs can typically guess the source by frequency and vehicle speed.

A stable buzz that appears at a specific road speed, independent of engine rpm, points to driveline imbalance or runout. It will frequently peak around a vital shaft speed, then lessen or move if you upshift and alter driveshaft rpm at an offered roadway 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 cruising, tends to be an angle issue or a used slip spline binding as the suspension moves.

A drumming at 20 to 30 miles per hour that disappears above 40 often links a carrier bearing support 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 installs, or a harmed pinion yoke can make complex the photo. Before authorizing a rebuild, it is fair to ask the store to examine yoke pilots, flange face runout, and u-joint bores. A careful store isolates the issue instead of hanging parts.

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

A proper rebuild starts with inspection. The store checks tube straightness, yoke bore wear, spline lash, and the match in between companion flanges. Many utilize a V-block and dial indicator, or they install the shaft in a lathe. Anything over about 0.010 inch total suggested runout on a normal highway-length tube is suspect. On long sections, target worths are tighter.

Tube replacement prevails. If television is dented, kinked, greatly rusted, or split at the weld toe, it requires new steel. Excellent rebuilders stock DOM and electric resistance welded tube in typical sizes and wall densities, then cut to length, preparation on a lathe, and fit new weld yokes. Ask whether they utilize a mandrel to ensure concentricity through the weld, and whether they correct the alignment of after welding. Heat input throughout welding can pull a tube out of true. Shops that avoid correcting end up chasing balance weights later.

Phasing matters. U-joints should be lined up so that the input and output angular velocities cancel. On a single-piece shaft with 2 u-joints, the yokes at both ends must be 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 shop returns your shaft without stage marks, inquire to add scribe marks or paint stripes. It saves time the next time the provider bearing needs replacement.

U-joint options are not unimportant. Greasable joints are convenient and can last a very long time in fleet service, but every hole drilled for a zerk lowers cross strength and can concentrate stress. Sealed durable joints with larger 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, decline trucks, or rake trucks that see contamination and high angles, greasable full-round joints might be the winner. The secret is consistent maintenance and avoiding inexpensive bearings with soft caps that worry in the yokes.

Slip splines deserve attention. If you feel notchiness as you compress the slip by hand, it is used. Look for polishing, large 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 required after wheelbase modifications. It is much better to spec the ideal slip length than to rely on 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, specifically 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 bonded and phased, the assembly goes to the balancer. That is where great stores separate themselves.

What balancing truly entails

Balancing is not a single number on a screen. It is a process of determining residual unbalance and remedying it with weights specifically positioned at one or more planes. Short, stiff shafts might only need single aircraft corrections near the center of gravity. Long heavy-duty drivelines normally need two aircraft vibrant balancing. The balancer spins the shaft at a set speed and procedures amplitude and angle of unbalance at each end. The operator then includes weight at recommended clock angles.

Numbers vary by shop and by shaft size, however a competent target for a highway tractor shaft is frequently in the series of a couple of gram inches to low ounce inches per airplane. The point is not the specific system, it is consistency and documentation. If you request balance reports, a major shop can print or email them, consisting of correction weights and their positions.

Critical speed is the killer that often gets overlooked. Every shaft has a speed where it wants to bow or whip. That speed depends upon length, diameter, wall thickness, assistance bearings, and product. You can approximate it roughly, however stores with experience know to check forecasted service rpm versus crucial speed. They may upsize tube diameter to raise the margin, shorten spans with an added provider bearing, or change tube thickness to change stiffness. Paint can conceal sins, however it will not alter important speed. If a truck returns with a shaft that vibrates just in top gear at highway speeds, and the vibration scales with speed but not load, critical speed is suspect.

Weight design matters too. Weld-on pieces offer strong retention in off-road service, but they can make complex future weld repairs and trap debris. Stick-on weights look neat 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 issues require on-vehicle balancing. When a vibration reveals only under really specific 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 often, however it is a mark of a diagnostician instead of a parts hanger.

Materials, fabrication, and the little details that include up

Tube quality drives service life. Drawn-over-mandrel tube offers a smooth inside size, 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 severe torque constructs, thicker walls tame deflection, but weight climbs up and crucial speed drops for a given size. Many vocational drivelines live between 0.120 and 0.188 inch wall, while long periods or high torque setups utilize 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 appears when you tighten straps or press bearings. Inexpensive cast yokes warp, and the cap bores oval out. Great yokes are forged and machined to spec. Search for tidy fillets, consistent finish 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 stretched or out of round. On strap and bolt joints, reuse bolts only if they satisfy 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 hints at poor heat control and 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 complimentary to add and conserve aggravation down the roadway. So are paint dots on the caps that tie back to recorded torque specifications. Little touches like those associate with careful balancing.

When custom fabrication is the best move

If you altered wheelbase, moved a transmission, swapped an axle ratio with a various pinion offset, or added a PTO, stock parts may not fit or perform. Custom fabrication shines when geometry modifications. Examples from the store floor:

- A logging truck that got a 20 inch stinger for a self-loader needed a two-piece driveline with an added provider bearing to keep important speed above cruise rpm.
- A dump truck with an aftermarket rubber block suspension crouched crammed and raised angles at the rear joint past 6 degrees. A bigger size tube and high-angle u-joints brought angles and speed fluctuation into a safe zone.
- An older refuse truck with broken crossmembers required a new center support bracket. The shop produced a gusseted plate, then used shims to bring the provider bearing back into airplane with the transmission output.

Custom U Bolts go into the story quicker than lots of owners expect. Axle housing seats, leaf spring packs, and aftermarket lift blocks tend to make standard shelf U-bolts a dangerous guess. An appropriate U-bolt has the best bend radius to match the axle tube, rolled threads for strength at the root, proper leg length to catch the stack with space for a few threads proud, and either zinc plating or a finishing to slow rust. Bent-from-all-thread is a common 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 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 walk and toss pinion angle into turmoil. If your driveline developed vibration right after spring work, put a torque wrench on every U-bolt, then recheck angles.

How to determine for a new or rebuilt shaft without guessing

Shops can just construct what you ask for, and measurement mistakes result in pricey returns. When in doubt, a great rebuilder will crawl under the truck and procedure face to face. If you should provide dimensions yourself, use this short checklist.

- Record the lorry at trip height, on the ground, with common load. Measure from flange face to flange face, not off the edges of the yokes.
- Note spline count and major size on slip yokes. Count twice. Lots of appearance alike initially glance.
- Check pilot sizes and bolt patterns on companion flanges. A millimeter error can prevent assembly.
- Capture u-joint series by determining cap size and period in between yoke ears. Do not presume based upon year or model.
- Document operating angles at each joint. A simple digital angle finder on the yokes and tube gives you the data to keep each joint under approximately 3 degrees for highway usage, or to justify high-angle parts if needed.

If the chassis is insufficient or the angle will change with final ride height, make that clear. A couple of included words on the work order about air ride pressure or empty versus packed stance avoid surprises.

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

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

- What balance approach do you use on durable drivelines, single airplane or more aircraft, and can you offer balance reports if needed?
- What runout specification do you hold on completed tubes of my length? How do you correct weld pull, and do you straighten before balancing?
- What tube stock and yokes do you utilize, and how do you choose wall density and diameter 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 record u-joint torque specifications on return?
- What guarantee do you provide on rebuilt drivelines, u-joints, and provider bearings, and what failures are excluded, such as bent yokes from impact or running beyond angle limits?

Clear, specific responses are a great indication. So is a store that declines a task if your asked for geometry will run too near to important speed. That sort of pushback conserves you road calls later.

Truck parts quality, and where to invest versus save

Not all Truck Parts bring equivalent weight in driveline health. You can often conserve money on non-rotating brackets or security loops. Spend carefully on the rotating core.

U-joints sit at the top of the quality stack. Trustworthy brands hold tolerances on cap diameter and trunnion finish. Inexpensive joints come with careless needles that pound into dust and caps that fret in the yoke. If rate seems too excellent, it is. In employment fleets, a failed joint generally takes straps, caps, and in some cases ears with it. The resulting downtime dwarfs the savings.

Carrier bearings are another part where quality is visible. Look at the rubber isolator. Company, consistent rubber with great bond lines and a sturdy bracket lives longer than thin rubber that droops in months. Bearings with correct seals and grease fill last. Buying a total support that matches your frame bracket streamlines shimming and alignment.

Slip yokes and splines must match material 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 decreases wear. As soon as the spline rocks, no amount of grease will recuperate a smooth launch.

Companion flanges have pilots that focus 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 very same respect as the rotating pieces. They keep the axle in location, which manages pinion angle under load. Quality U-bolts with proper nuts and solidified washers hold torque. Request for rolled threads and validate surface. In fleets that service gravel or off-road, a coat of paint or wax on exposed threads pays for itself.

Angles, trip 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 continuous speed when angled. 2 joints in series, correctly phased and at equivalent angles, cancel each other's speed variation. Problems occur when the angles vary, or when the center bearing in a multi-piece shaft sits off-plane.

For highway use, keeping operating angle at each joint under about 3 degrees is a good guideline. Under 1 degree is perfect but frequently not practical with frame crossmembers and packaging. Trade trucks that cycle suspension travel more need to have low angles at small trip height to minimize wear. Use a digital inclinometer to measure the transmission output, the shaft, and the pinion. The angle in between the shaft and each yoke face is what matters. Do not presume frame level equals 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 percentage sets the second shaft at an odd angle and includes a radio frequency rumble. Numerous carriers install on slotted holes. Torque the fasteners with the truck at ride height and recheck after a hundred miles. Rubber unwinds, and shims can seat.

Suspension changes complicate everything. Air ride that runs a various pressure empty versus loaded will alter pinion angle in service. A lift that utilizes blocks without pinion angle correction can press a rear joint beyond its delighted variety. Before you blame balance, check ride height, torque rods, leaf spring bushings, and U-bolt torque.

Cost, turn-around, and practical expectations

Prices move with region and supply, however normal ranges hold across shops that do careful work.

A straightforward single-piece highway driveline with new tube, 2 new u-joints, and dynamic balance frequently lands in the 500 to 1,200 dollar range. A long, large size tube with premium joints may run greater. Multi-piece assemblies with a new provider bearing, 3 joints, and positioning can vary from 1,200 to 3,000 dollars depending on product and parts brand. Balance just, if your parts are sound, can be 150 to 400 dollars.

Turnaround times vary with workload and parts on hand. A store that stocks common tube sizes, weld yokes, and u-joints can turn a simple rebuild in a day or two. Custom fabrication that alters size, adds a carrier bracket, or needs rare yokes takes longer. Anticipate a week if parts must be ordered.

If you require field service or on-vehicle balancing, consider 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 squandered money.

Maintenance that keeps balance true

A well balanced shaft can go out 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, earlier in wet or infected environments. Purge old grease up 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 right grease on the male and inside the female decreases stick-slip shudder. Use grease suggested for splines, frequently 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 stretch somewhat, rubber seats, and paint crushes. Verifying clamp load captures problems 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 begins weeping may be a result, not a cause. Vibration hammers seals and bearings. Engine and transmission installs that sag transfer more motion into the shaft. Replace per schedule or at the very first indication 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 buying advice

You can purchase driveline work the way individuals purchase tires, by rate and schedule, or you can purchase it the method fleets with low downtime do, by spec and credibility. Bring information. Angles, lengths, spline counts, and anticipated load help a good shop build as soon as and construct right. Request tolerances, not mottos. Anticipate to pay a bit more for tight balancing, straight tubes, and documented phasing. It pays back in fewer callbacks and less time on the shoulder.

When work expands beyond a basic rebuild, do not be afraid of custom fabrication. If geometry modifications, custom beats compromise. That includes Custom U Bolts for suspension stability and appropriate pinion angle. When you include a carrier bearing or change tube size, have the shop talk you through critical speed and the trade-offs in between stiffness and weight. If they speak in specific numbers and useful restrictions, you are in great hands.

Drivelines are not glamorous Truck Parts. They do their finest work undetected. With the ideal choices and a shop 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 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

Families spending time at RiverPlay Discovery Village are close to local experts who provide Drivelines work, Custom U Bolts fabrication, and dependable Truck Parts.