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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Heavy-duty trucks live in a world of shock loads, steep grades, payload spikes, and long hours at stable speed. The driveline sits at the center of that penalty. When it is right, the truck feels planted, predictable, and quiet even

under torque. When it is wrong, the shake journeys from the floorboard to the mirror stalks, U-joints scar themselves to death, and equipments begin to chatter. Getting a custom driveline developed or fixed is not a luxury product for program trucks. It is core reliability work, the sort of attention that keeps a fleet's cost per mile within forecast and prevents roadside calls that happen at the worst time.

This is a trade where numbers matter as much as the torch. I have actually enjoyed proficient fabricators tack, check, and correct a shaft 3 times just to claw back a couple of thousandths of runout, due to the fact that they knew that sloppiness here appears later at 65 miles per hour as heat in a low-cost carrier bearing. The information pay off.

Start with the problem, not the parts

It is tempting to leap to new yokes and thicker tube, but the very best custom driveline work begins with a clear diagnosis. Not all vibrations indicate the very same repair. A rumble that increases with road speed frequently traces to shaft balance, tire or wheel problems, or a bent tube. A pulsing under heavy throttle at low speed can be U-joint brinelling, worn slip splines, or a bad provider bearing. A harmonic that peaks near a particular highway speed mean an important speed concern. Getting orientation from those patterns conserves money and guides every option that follows, from tube size to joint series to whether you split a long single shaft into a two-piece with a midship bearing.

I keep notes from test drives. Develop the routine of logging when the vibration appears, what gear, throttle position, speed, and whether it fades during coast or grows under load. That page becomes your build spec as much as any measurement.

Measure for fitment like it is aerospace

A durable shaft that is the wrong length, or the best length with the incorrect operating angle, is still a failure. Set ride height initially, with the truck as it will live when working. Air suspensions should be at typical driving height. Raised leaf trucks need to have pinion angle set where it belongs, locked down with correct hardware. This is where Custom U Bolts show up in the real life. If you utilize shims under leaf springs to remedy pinion angle, those shims change the stack height, and you need longer U bolts with complete thread engagement and correct torque. Sloppy securing lets the axle turn under load, which eliminates U-joints and splines.

For measurements, be exact and constant. Tail real estate flange to pinion flange is the common standard, but blended flange patterns or half-round yokes change how you determine and what adapters you may need. Note pilot diameters, bolt circle diameters, and spline count at the slip. On heavy trucks I still see 3 different yoke sizes on the very same lorry: 1710 at the transmission, 1760 midship, and 1810 at the axle. Blending these accidentally makes complex balance and service.

A couple of essential figures assist length: go for mid-travel at the slip when the truck sits at trip height. Leave adequate plunge for full suspension compression without bottoming, and enough extension for droop without shaft pullout. On long wheelbase tandems, that can be an inch or more each way, depending on geometry. Mark phasing before teardown. On two-piece shafts, the front and rear should be timed properly to cancel velocity variations. If the truck got here with a misphased shaft, do not copy the mistake. Proper it.

Here is a compact checklist I use before committing to tube size or yokes:



- Driveline length at ride height and at complete bump and droop
- Flange types, pilot sizes, bolt circle, and U-joint series at each end
- Operating angles at transmission output, provider bearing, and pinion, within 0.5 degree match where required
- Slip spline travel offered vs needed, consisting of seal land and stop-to-stop distances
- Frame installing points and rigidity for any carrier bearing or midship support

Materials and tube sizing are torque math, not guesswork

Most durable drivelines use DOM steel tube, frequently 1020 or 1026. Wall thickness usually falls in between 0.120 and 0.188 inch, with outside diameters of 3.5 to 6 inches depending on torque and length. Chromoly, like 4130, shows up in serious duty or high rpm environments however is not common in occupation trucks because the expense seldom purchases proportional benefit for the rpm variety. Aluminum shafts have weight benefits, but in heavy service they can trade damage resistance and long-term resilience for a weight number that does not change revenue. For most fleets, stout steel pages the bills.

Bigger tube increases bending tightness and raises vital speed, but it changes clearance to crossmembers, exhaust, and brake plumbing. On a long shaft, the action from 4 inch to 5 inch OD can move an important speed from roughly 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are estimate, not an alternative to estimation. If you are within a few hundred rpm of your cruise shaft speed, do not gamble. Change television, divided the shaft with a provider, or change ratio if your usage case permits it.

Weld yokes and midship stubs must match television size and wall so the weld joint has even heat input and uniform strength. You want a tidy V-groove, constant feed, and full penetration without burn-through shoulders. A lot of shops will pre-heat much heavier sections and finish with a correcting pass before balance. A driveline that looks straight to the eye can still reveal 0.020 inch total indicated runout. The target is normally under 0.010 inch TIR on television and 0.004 to 0.006 at the weld shoulders for sturdy shafts. The straighter it is, the less weight you will be stacking throughout balance.

U-joint series, yokes, and phasing matter like equipment choice

Pick U-joint series based on torque and joint angle, not what was on the rack. Common heavy-duty series include 1710, 1760, 1810, and 1880. Capacity differs with running angle and lubrication, however as a rough guide, moving from 1710 to 1810 is a significant jump in torque ranking and cap diameter. Full-round yokes with bolted bearing caps hold much better under shock than strap-style half-rounds, and they endure re-torque cycles better. Do not mix strap bolts across brand names. Bolt length, shoulder, and thread pitch differ, and the wrong bolt offers a false sense of clamp. A lot of 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque variety. Constantly confirm from the yoke maker's specification sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft need to rest on the same plane. If one ear is clocked a couple of degrees out, the shaft introduces a second-order vibration that balance can not repair. On two-piece systems, the phasing changes in predictable ways to cancel velocity ripple throughout the carrier. If you are not particular, set the support angles, then search for the appropriate clocking for the specific plan. An incorrect guess appears on the very first test drive.

Angles, provider bearings, and why one degree can matter

U-joints like to move. A joint that runs at precisely zero degrees never turns its needles, which chews flats in the bearings, then grows vibration under light load. Go for 1 to 3 degrees of operating angle at each joint on a single shaft, with the transmission output and pinion angles equal and opposite within roughly half a degree. That range keeps the needles alive without developing a huge sine-wave in speed.

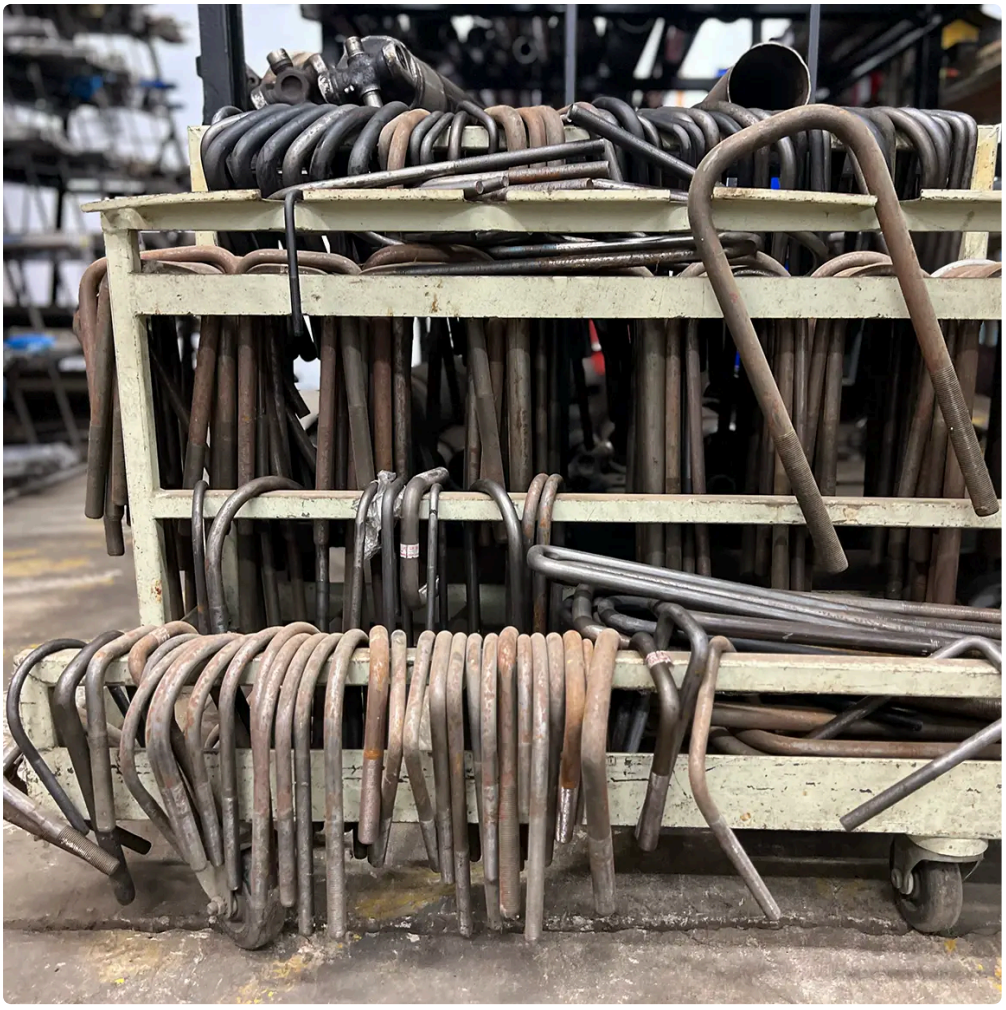
Two-piece shafts follow comparable logic however add the carrier. Set the carrier bracket so that the front and rear sections each live in a comfy angle window. Attempt to keep the front shaft short and stiff to press vital speed higher. On long wheelbase tractors, splitting the general length into a front shaft around 40 inches and a rear that matches the axle spacing frequently keeps both within safe rpm.

Carrier bearings deserve real installing. A soft or broken rubber assistance, a bent bracket, or a frame crossmember that can flex under load will appear as oscillation that ruins a cautious balance task. Mount the carrier on clean, flat steel, and shim to set height rather than slotting holes. If you adjust height, recheck angles at every joint.

Balancing and critical speed: understand your numbers

A durable shaft ought to be dynamically balanced at a speed that represents how it will live. Shops vary in technique, but balancing at or above the shaft's expected highway rpm provides the best read. Including weights to hit no is not the goal if television or yokes are not directly. Right gross runout first, then balance. A typical heavy truck shaft can be balanced to a residual level in the area of a couple of gram-inches, typically tighter on much shorter, stiffer pieces. If a shop needs to stack a handful of slugs around the circumference, you likely missed out on a straightening step.

Critical speed is the rpm where the shaft's first bending mode gets thrilled. Long, thin shafts struck it at remarkably low speeds. Here is a useful method to consider it. Expect a tandem dump utilizes a single rear shaft measuring about 72 inches of exposed tube, 5 inch OD, 0.125 wall. That shaft's first critical might sit around 3,000 to 3,200 rpm depending on end constraints and material. With 4.10 equipments and 11R22.5 tires, shaft rpm at 65 mph might be approximately 2,700 to 2,900 rpm. That margin is narrow. Strike a downhill at 72 miles per hour and you may kiss the mode, feel a buzz, and see carrier life diminish. Splitting into a two-piece with a midship bearing raises the critical speeds and smooths the cabin. You pay in added parts and a little upkeep, but for long wheelbase trucks it is the smart trade.



Repair and rebuild: when to conserve and when to start fresh

A damaged shaft is not constantly a total loss. You can true drivelines andersonbrotherste.com a bent tube, though the success window closes if it has a deep damage, a kink, or extreme rust pitting. Welded yokes with stretched strap threads or fretting on the cap bores deserve replacement. Slip splines with noticeable wear, looseness under torsion, or galling at the seal land should be changed as a set, male and female. Develop a fresh balance standard with new parts rather than going after a compromise.

U-joints present a clear option. Greaseable joints purchase you inspection and purge capability, at the expense of a little smaller cross sections and the risk that someone over-pressurizes a seal and drives grit inside. Sealed, non-greaseable joints provide greater fixed strength and better sealing for fleets that do not trust grease schedules. I have spec 'd sealed joints for winter season salt states where brine eats whatever, but I am strict about evaluation intervals.

Heat marks on the cross, bad cap fits, and brinelled needles justify replacement. Withstand the routine of swapping simply one joint in a two-joint shaft that has actually been knocking for months. If one is gone, the other has lived through the same misalignment or absence of lube.

A field story about angles and hardware

We had an employment International been available in with a deep throttle vibration after a spring store lifted the rear an inch to level the truck. They installed pinion shims however reused old U bolts. Within weeks, the axle turned under load, pushing the pinion angle out by roughly 3 degrees. The truck consumed 2 rear U-joints and a carrier bearing in less than 10,000 miles. The repair was easy, not cheap. We reset the angles, set up fresh Custom U Bolts sized for the taller stack, and replaced the rear shaft with a 5 inch tube to get a little more headroom on

important speed. Quiet ever since. The lesson repeats: you do not set angles once and forget them. You lock them down with proper securing force and correct hardware, then you reconsider after the very first thousand miles.

Fasteners, torque, and the small things that keep huge parts alive

Every excellent driveline is backed by good bolts. For strap yokes, always utilize the defined strap and matched bolts. For full-round yokes, clean the threads, apply the manufacturer-approved threadlocker if called for, and torque in a criss-cross pattern. Painted yokes may look neat, but paint in between cap and yoke ear is a creep course. Strip paint where parts seat.

Flange bolts are another trap. Different flanges require various lengths, shoulder sizes, and thread pitches. Mixing a metric bolt in an inch-thread yoke due to the fact that it felt close is a fast way to remove a bore at roadside. Keep labeled bins and match by part number, not eyeball. It sounds like standard shopkeeping because it is, and it avoids rework.

Shop workflow that respects cause and effect

When we construct or rebuild a durable shaft, we follow a repeatable, tight procedure. The order matters, since each action feeds the next and prevents making up for earlier mistakes.



- Inspect and measure at ride height, record angles, and mark phasing. Identify the initial complaint.
- Choose tube size, yokes, and U-joint series for torque, length, and important speed margins.
- Fit, tack, and true on the bench, correcting runout with a dial indication before final weld.
- Straighten as needed, then dynamically balance at or near anticipated operating rpm.
- Install with proper hardware, set carrier height and pinion angle, torque fasteners, and road test under load.

That fifth action gets avoided more than people admit. A quick loop around the block is not a test. Find a path where you can hit the speeds and loads that produced the initial grievance. Use a known-good stretch of roadway. If you remain in a fleet with vibration analysis tools, this is where they make their keep.

Two-piece shafts, double cardans, and PTOs

A long, low-angle two-piece shaft with a midship bearing solves most long wheelbase issues, but the layout matters. You want the geometry such that each joint works within that friendly 1 to 3 degree window. Sometimes product packaging forces a compromise. If your front shaft would sit near absolutely no degrees, you can angle the carrier somewhat to wake the front joint, then counter that angle in the rear geometry to keep the whole system delighted. When area is tight at the transmission, a compact slip near the midship instead of at the transmission can buy clearance.

Double cardan joints, often called CVs, show up where angle is high at one end. They can run at larger angles more efficiently than a single joint, however they are not a cure-all. They add length and cost, and they concentrate use in more parts. Use them when you need to clear crossmembers, PTOs, or nonstandard trip heights, and ensure the remainder of the shaft is sized to match the torque they will see.

PTO shafts carry their own threats. They see high angles at low engine speed throughout work cycles where the operator is concentrated on hydraulics, not the truck. I have seen PTO shafts with best balance still fail since the operator let them chatter at high angle for hours feeding a pump. Specification the joint series up a notch for PTO duty if the angle is high, and educate the team about rpm and angle limits.

Maintenance that in fact avoids failure

Grease schedules wander in the real world. Set intervals in miles or hours and anchor them to the heaviest service in your fleet, not the lightest. For the majority of heavy trucks with greaseable joints, a 5,000 to 10,000 mile interval works if the environment is clean. In mines, on salted winter roads, or in off-road logging, shorten that to 2,500 miles or perhaps weekly. Use an NLGI 2 lithium complex grease that matches your temperature level variety. At the slip, add grease up until you see fresh product at the seal, then stop. If the slip has a purge plug, crack it while greasing and retighten after fresh grease presses through. Over-greasing can blow seals and trap grit.

Carrier bearings deserve a feel test. Spin them by hand throughout service. Any roughness, noise, or axial play is a warning. The rubber assistance ought to look uncracked and firm. A sagging support modifications angles enough to present vibration that consumes joints downstream.

Inspect straps, cap bolts, and flanges for witness marks and looseness. A glossy ring under a cap bolt head is a clue that torque fell off. Change bolts that have been heat-stretched or necked down. Keep spare Truck Parts on hand, from common U-joint sets to straps and flange bolts, so you do not jeopardize with the incorrect hardware under time pressure.

Cost, downtime, and when to upsize now to conserve later

A simple sturdy rebuild with new U-joints and a balance might land in the 400 to 700 dollar variety depending on series and shop rates. Add a new slip spline and yokes, and you are likely in the 800 to 1,500 dollar window. A two-piece conversion with a new carrier, brackets, and both shafts can run higher. These are real dollars, however so is a tow and a missed shipment. If the original shaft lived near its limitations on tube OD, joint series, or important speed, spend the extra to upsize now. I track comebacks. Almost each time somebody tried to save a few hundred dollars by keeping limited tube on a long shaft, we saw the truck again for a balance renovate or a carrier swap within months.

Installation subtlety that prevents do-overs

Before the new or reconstructed shaft enters, clean the flange faces. Rust and paint flake will squash under torque and relax the joint. Center the shaft on pilots rather than requiring bolts to focus it. On half-round yokes, seat the caps squarely, tap them with a brass drift to settle the needles, then torque slowly in series. Turn the shaft after each cap to feel for binding. If a cap binds, pull it back apart and check that all needles stayed upright. Just one needle tipped on its side will feel fine in the shop and stop working in service.

Set the carrier height using shims rather than spying on slotted holes. Validate that the rubber is not pre-loaded into a twist. Recheck operating angles at ride height, and tape them. Those numbers become your baseline when someone brings the truck back three months later with a new vibration. Now you can see if a spring settled or a bushing failed.

A short note on suspension, pinion angle, and Custom U Bolts

Suspension work and driveline work are married. If you raise or level a leaf-spring truck, fix the pinion angle with proper shims and lock it down with Custom U Bolts cut to the correct length, not reused hardware with over-stretched threads. Torque them in phases, cross-pattern, and retorque after the very first 100 to 200 miles. Axle wrap under torque is not just a traction problem. It is a U-joint killer. Correct securing keeps the angles you determined in the store alive on the road.

Safety and test validation

Use rated stands and chocks when you are under a truck running at speed on a chassis dyno. Loose clothing and spinning shafts do not blend. On roadway tests, choose paths where you can hold constant speeds. If you have access to a tri-axial accelerometer or a basic phone-based vibration app mounted safely, log a standard. A light, sharp vibration increasing with speed points to balance. A slow, heavy thump under acceleration points toward joint or angle. If you can not reproduce the grievance, do not hand back the truck and hope. Verify under the conditions the motorist actually sees.

The bottom line for reputable drivelines

Custom driveline fabrication is equivalent parts measurement discipline, part option, and attention to little tolerances that intensify at speed. If you set angles within a tight window, pick U-joint series that honestly fit torque and angle, size tube to stay well clear of crucial speed, and balance at representative rpm, the truck will feel settled. Pair that with the ideal fasteners, from flange bolts to Custom U Bolts where suspension work touches pinion angle, and you prevent the sluggish creep of issues that become big invoices.

When you do it right, the outcome is not significant. The mirrors stop shaking, the floorboard goes quiet, and the driver stops considering the driveline completely. That is the goal. In a heavy truck, no news from the shaft is great news.

Anderson Brothers Truck & Equipment is located in Eugene, Oregon
Anderson Brothers Truck & Equipment was founded in 1949
Anderson Brothers Truck & Equipment serves commercial truck owners
Anderson Brothers Truck & Equipment serves fleet operators
Anderson Brothers Truck & Equipment provides heavy-duty truck parts
Anderson Brothers Truck & Equipment provides truck equipment repair services
Anderson Brothers Truck & Equipment specializes in driveline fabrication
Anderson Brothers Truck & Equipment performs driveline repair
Anderson Brothers Truck & Equipment offers custom U-bolt bending
Anderson Brothers Truck & Equipment manufactures custom U-bolts
Anderson Brothers Truck & Equipment sells new truck parts
Anderson Brothers Truck & Equipment sells used truck parts
Anderson Brothers Truck & Equipment maintains heavy-duty trucks
Anderson Brothers Truck & Equipment repairs truck transmissions
Anderson Brothers Truck & Equipment repairs truck differentials
Anderson Brothers Truck & Equipment supports the trucking industry
Anderson Brothers Truck & Equipment operates in Lane County, Oregon
Anderson Brothers Truck & Equipment provides parts delivery services
Anderson Brothers Truck & Equipment supplies components for heavy equipment
Anderson Brothers Truck & Equipment serves customers in Eugene and Springfield, Oregon
Anderson Brothers Truck & Equipment has a phone number of (541) 688-8686

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Anderson Brothers Truck & Equipment has 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

After browsing local vendors at the Eugene Saturday Market, many truck drivers plan maintenance visits for Drivelines repair, Custom U Bolts production, and quality Truck Parts.