

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 reside in a world of shock loads, high grades, payload spikes, and long hours at consistent speed. The driveline sits at the center of that punishment. When it is right, the truck feels planted, predictable,

and peaceful even under torque. When it is wrong, the shake travels from the floorboard to the mirror stalks, U-joints scar themselves to death, and gears begin to chatter. Getting a custom driveline built or fixed is not a luxury item for show trucks. It is core reliability work, the sort of attention that keeps a fleet's expense per mile within forecast and avoids roadside calls that occur at the worst time.

This is a trade where numbers matter as much as the torch. I have actually enjoyed competent fabricators tack, check, and remedy a shaft three times just to claw back a few thousandths of runout, due to the fact that they understood that sloppiness here shows up later on at 65 miles per hour as heat in a low-cost provider bearing. The information pay off.

Start with the issue, not the parts

It is tempting to jump to new yokes and thicker tube, but the best custom driveline work starts with a clear diagnosis. Not all vibrations point to the very same fix. A rumble that rises with roadway speed often traces to shaft balance, tire or wheel concerns, or a bent tube. A pulsing under heavy throttle at low speed can be U-joint brinelling, used slip splines, or a bad provider bearing. A harmonic that peaks near a particular highway speed hints at a crucial speed issue. Getting orientation from those patterns conserves cash and steers every option that follows, from tube diameter to joint series to whether you divided a long single shaft into a two-piece with a midship bearing.

I keep notes from test drives. Build the practice of logging when the vibration appears, what gear, throttle position, speed, and whether it fades throughout 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 wrong operating angle, is still a failure. Set trip height first, with the truck as it will live when working. Air suspensions must be at regular 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 appear in the real world. If you use shims under leaf springs to fix pinion angle, those shims alter the stack height, and you need longer U bolts with full thread engagement and appropriate torque. Careless clamping lets the axle turn under load, which eliminates U-joints and splines.

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

A couple of key figures assist length: aim for mid-travel at the slip when the truck sits at ride height. Leave enough plunge for complete 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 upon geometry. Mark phasing before teardown. On two-piece shafts, the front and back must be timed correctly to cancel velocity variations. If the truck showed up with a misphased shaft, do not copy the error. Right it.



Here is a compact checklist I utilize before dedicating 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, carrier 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 mounting points and rigidity for any provider bearing or midship support

Materials and tube sizing are torque mathematics, not guesswork

Most heavy-duty drivelines use DOM steel tube, typically 1020 or 1026. Wall thickness typically falls between 0.120 and 0.188 inch, [truck parts](#) with outdoors sizes of 3.5 to 6 inches depending on torque and length. Chromoly, like 4130, appears in serious duty or high rpm environments but is not common in occupation trucks due to the fact that the expense seldom purchases proportional benefit for the rpm range. Aluminum shafts have weight benefits, but in heavy service they can trade dent resistance and long-lasting toughness for a weight number that does not change revenue. For the majority of fleets, stout steel pages the bills.

Bigger tube increases bending stiffness and raises vital speed, however it alters 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 approximately 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are ballpark figures, not a replacement for estimation. If you are within a few hundred rpm of your cruise shaft speed, do not gamble. Modification television, divided the shaft with a carrier, or adjust ratio if your usage case permits it.

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

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

Pick U-joint series based on torque and joint angle, not what was on the shelf. Typical sturdy series include 1710, 1760, 1810, and 1880. Capability differs with operating angle and lubrication, but as a rough guide, moving from 1710 to 1810 is a meaningful dive in torque score and cap size. 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 throughout brand names. Bolt length, shoulder, and thread pitch differ, and the wrong bolt offers an incorrect sense of clamp. The majority of 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque range. Always validate from the yoke maker's spec sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft need to sit on the very same plane. If one ear is clocked a few degrees out, the shaft introduces a second-order vibration that balance can not fix. On two-piece systems, the phasing changes in foreseeable ways to cancel velocity ripple across the carrier. If you are not specific, set the support angles, then search for the proper clocking for the particular plan. A wrong guess appears on the first test drive.

Angles, provider bearings, and why one degree can matter

U-joints like to move. A joint that runs at precisely no degrees never ever rotates its needles, which chews flats in the bearings, then grows vibration under light load. Aim 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 approximately half a degree. That variety keeps the needles alive without creating a big sine-wave in speed.

Two-piece shafts follow comparable reasoning but include the carrier. Set the provider bracket so that the front and rear sections each live in a comfy angle window. Try to keep the front shaft short and stiff to press crucial speed greater. On long wheelbase tractors, splitting the total length into a front shaft around 40 inches and a rear that fits the axle spacing typically keeps both within safe rpm.

Carrier bearings are worthy of genuine installing. A soft or broken rubber support, a bent bracket, or a frame crossmember that can bend under load will appear as oscillation that ruins a cautious balance task. Mount the provider on clean, flat steel, and shim to set height rather than slotting holes. If you change height, reconsider angles at every joint.

Balancing and critical speed: know your numbers

A sturdy shaft need to be dynamically balanced at a speed that represents how it will live. Shops differ in technique, but stabilizing at or above the shaft's anticipated highway rpm provides the very best read. Adding weights to hit zero is not the objective if the tube or yokes are not straight. Right gross runout first, then balance. A normal heavy truck shaft can be balanced to a recurring level in the neighborhood of a few gram-inches, often 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 correcting the alignment of step.

Critical speed is the rpm where the shaft's very first bending mode gets excited. Long, thin shafts hit it at remarkably low speeds. Here is a practical way 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 relax 3,000 to 3,200 rpm depending on end restrictions and material. With 4.10 gears and 11R22.5 tires, shaft rpm at 65 mph could 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 shrink. Splitting into a two-piece with a midship bearing raises

the crucial speeds and smooths the cabin. You pay in added parts and a little maintenance, however for long wheelbase trucks it is the smart trade.

Repair and rebuild: when to save and when to begin fresh

A damaged shaft is not constantly a total loss. You can true a bent tube, though the success window closes if it has a deep damage, a kink, or serious rust pitting. Bonded yokes with stretched strap threads or stressing on the cap bores should have replacement. Slip splines with noticeable wear, looseness under torsion, or galling at the seal land ought to be changed as a set, male and female. Build a fresh balance standard with new elements rather than chasing a compromise.

U-joints provide a clear option. Greaseable joints purchase you evaluation and purge ability, at the expense of a little smaller sized sample and the danger that somebody over-pressurizes a seal and drives grit within. Sealed, non-greaseable joints provide greater static strength and much better sealing for fleets that do not trust grease schedules. I have spec 'd sealed joints for winter salt states where salt water consumes everything, but I am stringent about evaluation intervals.

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



A field story about angles and hardware

We had a professional International come in with a deep throttle vibration after a spring store raised the rear an inch to level the truck. They set up pinion shims but recycled old U bolts. Within weeks, the axle turned under load, pushing the pinion angle out by roughly 3 degrees. The truck ate two rear U-joints and a carrier bearing in less than 10,000 miles. The fix was basic, not cheap. We reset the angles, installed fresh Custom U Bolts sized for the taller stack, and changed the rear shaft with a 5 inch tube to get a little bit more headroom on vital speed. Quiet since. The lesson repeats: you do not set angles once and forget them. You lock them down with appropriate clamping force and proper hardware, then you recheck after the first thousand miles.

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

Every great driveline is backed by great bolts. For strap yokes, always use the defined strap and matched bolts. For full-round yokes, tidy the threads, apply the manufacturer-approved threadlocker if required, and torque in a criss-cross pattern. Painted yokes may look tidy, however paint between cap and yoke ear is a creep course. Strip paint where parts seat.

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

Shop workflow that appreciates cause and effect

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

- Inspect and step at trip height, record angles, and mark phasing. Diagnose the original complaint.
- Choose tube size, yokes, and U-joint series for torque, length, and crucial speed margins.
- Fit, tack, and true on the bench, correcting runout with a dial sign before final weld.
- Straighten as needed, then dynamically balance at or near expected operating rpm.
- Install with appropriate hardware, set provider height and pinion angle, torque fasteners, and road test under load.

That fifth step gets avoided more than individuals confess. A quick loop around the block is not a test. Discover a path where you can hit the speeds and loads that created the original problem. Use a known-good stretch of road. If you are in a fleet with vibration analysis tools, this is where they earn 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. Often packaging forces a compromise. If your front shaft would sit near absolutely no degrees, you can angle the provider a little to wake the front joint, then counter that angle in the rear geometry to keep the entire system happy. When area is tight at the transmission, a compact slip near the midship rather than at the transmission can purchase clearance.

Double cardan joints, frequently 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 focus use in more parts. Use them when you need to clear crossmembers, PTOs, or nonstandard ride heights, and ensure the remainder of the shaft is sized to match the torque they will see.

PTO shafts bring their own threats. They see high angles at low engine speed throughout work cycles where the operator is focused on hydraulics, not the truck. I have seen PTO shafts with best balance still stop working 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 steep, and educate the crew about rpm and angle limits.

Maintenance that actually prevents failure

Grease schedules wander in the real life. Set intervals in miles or hours and anchor them to the heaviest service in your fleet, not the lightest. For many heavy trucks with greaseable joints, a 5,000 to 10,000 mile period works if the environment is clean. In mines, on salted winter roadways, or in off-road logging, reduce that to 2,500 miles and even weekly. Use an NLGI 2 lithium complex grease that matches your temperature 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 during service. Any roughness, sound, or axial play is a caution. The rubber assistance should look uncracked and firm. A sagging assistance changes angles enough to introduce 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 an idea that torque fell off. Change bolts that have actually been heat-stretched or necked down. Keep extra Truck Parts on hand, from common U-joint sets to straps and flange bolts, so you do not compromise with the incorrect hardware under time pressure.

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

An uncomplicated heavy-duty rebuild with new U-joints and a balance might land in the 400 to 700 dollar variety depending upon series and store rates. Add a new slip spline and yokes, and you are most 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 genuine dollars, however so is a tow and a missed delivery. If the initial shaft lived near its limits on tube OD, joint series, or critical speed, invest the extra to upsize now. I track comebacks. Almost whenever somebody tried to conserve a couple of hundred bucks by keeping marginal tube on a long shaft, we saw the truck again for a balance redo or a provider swap within months.

Installation nuance that avoids do-overs

Before the new or reconstructed shaft enters, clean the flange deals with. Rust and paint flake will squash under torque and unwind the joint. Center the shaft on pilots instead of forcing 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 examine that all needles stayed upright. Simply one needle tipped on its side will feel fine in the shop and fail in service.

Set the carrier height using shims instead of prying on slotted holes. Confirm that the rubber is not pre-loaded into a twist. Recheck operating angles at trip height, and tape them. Those numbers become your standard 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 brief note on suspension, pinion angle, and Custom U Bolts

Suspension work and driveline work are wed. If you lift or level a leaf-spring truck, fix the pinion angle with proper shims and lock it down with Custom U Bolts cut to the right length, not recycled 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 simply a traction problem. It is a U-joint killer. Appropriate clamping 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 mix. On road tests, choose routes where you can hold stable speeds. If you have access to a tri-axial accelerometer or a simple phone-based vibration app mounted securely, log a baseline. A light, sharp vibration rising with speed points to balance. A sluggish, heavy thump under velocity points toward joint or angle. If you can not reproduce the complaint, do not hand back the truck and hope. Validate under the conditions the chauffeur really sees.

The bottom line for reliable drivelines

Custom driveline fabrication is equal parts measurement discipline, element option, and attention to little tolerances that intensify at speed. If you set angles within a tight window, choice U-joint series that truthfully fit torque and angle, size tube to remain well clear of vital speed, and balance at representative rpm, the truck will feel settled. Set that with the right fasteners, from flange bolts to Custom U Bolts where suspension work touches pinion angle, and you avoid the slow creep of issues that develop into big invoices.

When you do it right, the result is not significant. The mirrors stop shaking, the floorboard goes peaceful, and the chauffeur stops considering the driveline totally. 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
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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](tel:(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](tel:(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.