

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, steep grades, payload spikes, and long hours at steady 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 incorrect, the shake travels from the floorboard to the mirror stalks, U-joints scar themselves to death, and equipments start to chatter. Getting a custom driveline constructed or fixed is not a high-end product for show trucks. It is core reliability work, the type of attention that keeps a fleet's cost per mile within forecast and prevents roadside calls that occur at the worst time.

This is a trade where numbers matter as much as the torch. I have viewed competent fabricators tack, check, and correct a shaft three times just to claw back a few thousandths of runout, since they understood that sloppiness here appears later on at 65 mph as heat in an inexpensive carrier bearing. The details pay off.

Start with the problem, not the parts

It is appealing to leap to new yokes and thicker tube, however the very best custom driveline work starts with a clear medical diagnosis. Not all vibrations point to the same fix. A rumble that increases with roadway speed typically 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 mean a vital speed concern. Getting orientation from those patterns conserves cash and guides every choice 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 develop specification as much as any measurement.

Measure for fitment like it is aerospace

A sturdy shaft that is the wrong length, or the ideal 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 must have pinion angle set where it belongs, locked down with appropriate hardware. This is where Custom U Bolts appear in the real life. If you use shims under leaf springs to fix pinion angle, those shims alter the stack height, and you require longer U bolts with full thread engagement and proper torque. Sloppy securing lets the axle rotate under load, which eliminates U-joints and splines.

For measurements, be precise and consistent. Tail housing flange to pinion flange is the typical standard, however blended flange patterns or half-round yokes alter how you measure and what adapters you might require. Note pilot diameters, bolt circle diameters, and spline count at the slip. On heavy trucks I still see three different yoke sizes on the very same lorry: 1710 at the transmission, 1760 midship, and 1810 at the axle. Blending these unintentionally complicates balance and service.

A few essential figures assist length: aim for mid-travel at the slip when the truck sits at trip height. Leave sufficient 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 method, depending upon geometry. Mark phasing before teardown. On two-piece shafts, the front and rear should be timed correctly to cancel speed variations. If the truck showed up with a misphased shaft, do not copy the error. Proper it.

Here is a compact list I use before devoting to tube size or yokes:

- Driveline length at trip height and at complete bump and droop
- Flange types, pilot diameters, 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 required, including seal land and stop-to-stop distances

- Frame mounting 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, often 1020 or 1026. Wall density generally falls in between 0.120 and 0.188 inch, with outdoors diameters of 3.5 to 6 inches depending on torque and length. Chromoly, like 4130, appears in severe duty or high rpm environments however is not common in occupation trucks due to the fact that the cost hardly ever purchases proportional benefit for the rpm range. Aluminum shafts have weight benefits, however in heavy service they can trade dent resistance and long-lasting resilience for a weight number that does not alter earnings. For many fleets, stout steel pages the bills.

Bigger tube increases bending stiffness and raises vital speed, but it changes clearance to crossmembers, exhaust, and brake pipes. On a long shaft, the step from 4 inch to 5 inch OD can move a vital speed from roughly 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are estimate, not a replacement for calculation. If you are within a couple of hundred rpm of your cruise shaft speed, do not bet. Change television, split the shaft with a carrier, or change ratio if your usage case enables 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 desire a tidy V-groove, steady feed, and full penetration without burn-through shoulders. Most shops will pre-heat heavier sections and finish with a straightening pass before balance. A driveline that looks straight to the eye can still reveal 0.020 inch total suggested 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 upon torque and joint angle, not what was on the rack. Common heavy-duty 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 jump in torque ranking and cap diameter. Full-round yokes with bolted bearing caps hold better under shock than strap-style half-rounds, and they tolerate re-torque cycles much better. Do not blend strap bolts across brands. Bolt length, shoulder, and thread pitch differ, and the wrong bolt uses a false sense of clamp. The majority of 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque variety. Always confirm from the yoke maker's specification sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft must sit on the very same plane. If one ear is clocked a couple of degrees out, the shaft introduces a second-order vibration that balance can not fix. On two-piece systems, the phasing modifications in predictable ways to cancel speed ripple throughout the provider. If you are not particular, set the assistance angles, then look up the proper clocking for the specific arrangement. 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 rotates 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 big sine-wave in speed.

Two-piece shafts follow comparable reasoning however add the provider. Set the carrier bracket so that the front and rear areas each live in a comfy angle window. Attempt to keep the front shaft short and stiff to push critical

speed greater. On long wheelbase tractors, splitting the total length into a front shaft around 40 inches and a back that suits the axle spacing frequently keeps both within safe rpm.

Carrier bearings deserve genuine installing. A soft or cracked rubber support, a bent bracket, or a frame crossmember that can flex under load will show up as oscillation that ruins a cautious balance task. Mount the carrier on tidy, flat steel, and shim to set height rather than slotting holes. If you change height, recheck angles at every joint.

Balancing and critical speed: know your numbers

A sturdy shaft must be dynamically stabilized at a speed that represents how it will live. Shops differ in approach, however stabilizing at or above the shaft's expected highway rpm gives the best read. Including weights to strike zero is not the goal if television or yokes are not straight. Correct gross runout initially, then balance. A common heavy truck shaft can be balanced to a residual level in the area of a couple of gram-inches, often tighter on much shorter, stiffer pieces. If a shop needs to stack a handful of slugs around the area, you likely missed out on a correcting step.

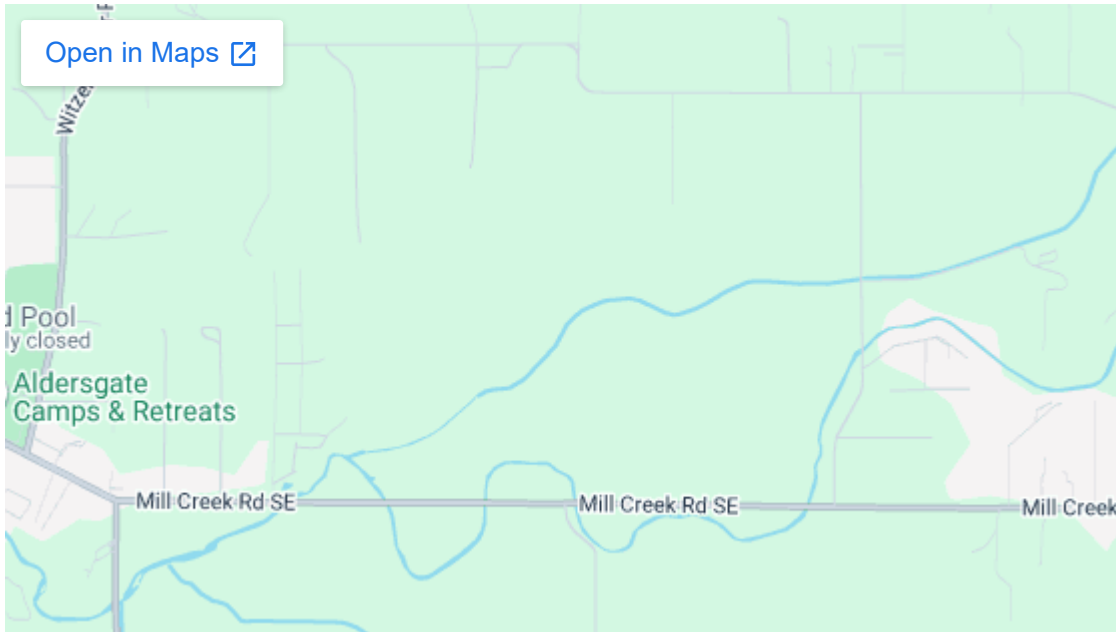
Critical speed is the rpm where the shaft's first bending mode gets thrilled. Long, thin shafts struck it at remarkably low speeds. Here is a practical method to think of it. Suppose a tandem dump utilizes a single rear shaft measuring about 72 inches of exposed tube, 5 inch OD, 0.125 wall. That shaft's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



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

A harmed shaft is not constantly an overall loss. You can true a bent tube, though the success window closes if it has a deep damage, a kink, or serious rust pitting. Welded yokes with extended strap threads or stressing on the cap bores be worthy of replacement. Slip splines with noticeable wear, looseness under torsion, or galling at the

seal land should 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 capability, at the expense of a [drivelines](#) little smaller sample and the danger that somebody over-pressurizes a seal and drives grit inside. Sealed, non-greaseable joints provide greater static strength and better sealing for fleets that do not trust grease schedules. I have spec 'd sealed joints for winter season salt states where salt water consumes whatever, however I am rigorous about assessment intervals.

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

A field story about angles and hardware

We had a professional International been available in with a deep throttle vibration after a spring shop lifted 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 inexpensive. We reset the angles, installed fresh Custom U Bolts sized for the taller stack, and replaced the rear shaft with a 5 inch tube to get a little bit more headroom on important speed. Quiet since. The lesson repeats: you do not set angles when and forget them. You lock them down with correct clamping force and appropriate hardware, then you reconsider after the first thousand miles.



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

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

Flange bolts are another trap. Different flanges call for different lengths, shoulder sizes, and thread pitches. Blending a metric bolt in an inch-thread yoke due to the fact that it felt close is a quick method to remove a bore at roadside. Keep identified bins and match by part number, not eyeball. It seems like standard shopkeeping due to the fact that it is, and it prevents rework.

Shop workflow that appreciates cause and effect

When we develop or rebuild a heavy-duty 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 step at ride height, record angles, and mark phasing. Diagnose the original complaint.
- Choose tube size, yokes, and U-joint series for torque, length, and critical speed margins.
- Fit, tack, and real on the bench, correcting runout with a dial sign before final weld.
- Straighten as required, then dynamically balance at or near expected operating rpm.

- Install with proper hardware, set carrier height and pinion angle, torque fasteners, and road test under load.

That 5th action gets avoided more than individuals confess. A fast loop around the block is not a test. Find a route where you can hit the speeds and loads that produced the initial problem. Utilize a known-good stretch of road. If you are 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 resolves most long wheelbase problems, but the design matters. You desire the geometry such that each joint works within that friendly 1 to 3 degree window. In some cases packaging requires a compromise. If your front shaft would sit near no degrees, you can angle the carrier somewhat to wake the front joint, then counter that angle in the rear geometry to keep the entire system happy. When space is tight at the transmission, a compact slip near the midship instead of at the transmission can buy clearance.

Double cardan joints, typically called CVs, show up where angle is high at one end. They can perform at larger angles more efficiently than a single joint, however they are not a cure-all. They include length and cost, and they focus use in more parts. Utilize them when you have to clear crossmembers, PTOs, or nonstandard trip heights, and make certain the remainder of the shaft is sized to match the torque they will see.

PTO shafts bring their own risks. They see high angles at low engine speed throughout work cycles where the operator is focused on hydraulics, not the truck. I have actually 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 responsibility if the angle is high, and educate the team about rpm and angle limits.

Maintenance that really avoids failure

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

Carrier bearings should have a feel test. Spin them by hand during service. Any roughness, sound, or axial play is a warning. The rubber assistance need to look uncracked and firm. A sagging assistance 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 actually been heat-stretched or necked down. Keep extra Truck Parts on hand, from common U-joint kits 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 heavy-duty rebuild with new U-joints and a balance may land in the 400 to 700 dollar range depending upon series and shop rates. Include 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, but so is a tow and a missed shipment. If the original shaft lived near its limitations on tube OD, joint series, or vital speed, invest the additional to upsize now. I track returns. Nearly every time someone attempted to

save a few hundred bucks by keeping minimal tube on a long shaft, we saw the truck once again for a balance redo or a carrier swap within months.

Installation nuance that prevents do-overs

Before the new or reconstructed shaft enters, clean up the flange faces. Rust and paint flake will squash under torque and unwind the joint. Center the shaft on pilots instead of forcing bolts to center it. On half-round yokes, seat the caps directly, tap them with a brass drift to settle the needles, then torque gradually in series. Turn the shaft after each cap to feel for binding. If a cap binds, pull it back apart and inspect that all needles remained upright. Just one needle tipped on its side will feel fine in the shop and stop working in service.

Set the provider height using shims rather than spying on slotted holes. Verify that the rubber is not pre-loaded into a twist. Recheck operating angles at ride height, and tape them. Those numbers become your standard when someone brings the truck back three months later on 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 married. 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 correct 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 just a traction issue. It is a U-joint killer. Appropriate securing keeps the angles you determined in the shop alive on the road.

Safety and test validation

Use ranked 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 roadway tests, select routes where you can hold stable speeds. If you have access to a tri-axial accelerometer or a basic phone-based vibration app mounted securely, 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 problem, do not hand back the truck and hope. Verify under the conditions the chauffeur actually sees.

The bottom line for reliable drivelines

Custom driveline fabrication is equal parts measurement discipline, part choice, and attention to small 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 remain well clear of crucial speed, and balance at representative rpm, the truck will feel settled. Set that with the best fasteners, from flange bolts to Custom U Bolts where suspension work touches pinion angle, and you avoid the sluggish creep of problems that develop into huge invoices.

When you do it right, the result is not remarkable. The mirrors stop shaking, the floorboard goes quiet, and the driver stops thinking of the driveline completely. That is the goal. In a heavy truck, no news from the shaft is very good 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](#) 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.