

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 stable 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 incorrect, the shake journeys from the floorboard to the mirror stalks, U-joints scar themselves to death, and gears start to chatter. Getting a custom driveline developed or repaired is not a high-end product for show trucks. It is core reliability work, the kind of attention that keeps a fleet's cost per mile within projection and prevents roadside calls that occur at the worst time.

This is a trade where numbers matter as much as the torch. I have actually watched knowledgeable fabricators tack, check, and fix a shaft three times just to claw back a couple of thousandths of runout, because they knew that sloppiness here shows up later at 65 miles per hour as heat in a cheap provider bearing. The details pay off.

Start with the issue, not the parts

It is tempting 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 very same fix. A rumble that increases with road 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, worn slip splines, or a bad provider bearing. A harmonic that peaks near a specific highway speed hints at a vital speed issue. 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. Build the routine of logging when the vibration appears, what equipment, throttle position, speed, and whether it fades throughout coast or grows under load. That page becomes your construct specification as much as any measurement.

Measure for fitment like it is aerospace

A durable 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 should be at typical driving height. Lifted leaf trucks need to have pinion angle set where it belongs, locked down with proper hardware. This is where Custom U Bolts show up in the real world. If you utilize shims under leaf springs to correct pinion angle, those shims alter the stack height, and you need longer U bolts with complete thread engagement and proper torque. Sloppy clamping lets the axle turn under load, which kills U-joints and splines.

For measurements, be exact and consistent. Tail real estate flange to pinion flange is the typical standard, however mixed flange patterns or half-round yokes alter how you determine and what adapters you may need. Keep in mind pilot diameters, bolt circle sizes, and spline count at the slip. On heavy trucks I still see three different yoke sizes on the same car: 1710 at the transmission, 1760 midship, and 1810 at the axle. Blending these unintentionally complicates balance and service.

A couple of crucial figures direct length: aim for mid-travel at the slip when the truck sits at trip height. Leave enough 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 must be timed correctly to cancel speed variations. If the truck arrived with a misphased shaft, do not copy the error. Appropriate it.

Here is a compact list I utilize before committing to tube size or yokes:

- Driveline length at trip height and at full 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, consisting of 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 utilize DOM steel tube, typically 1020 or 1026. Wall density typically falls in between 0.120 and 0.188 inch, with outdoors diameters of 3.5 to 6 inches depending upon torque and length. Chromoly, like 4130, shows up in serious task or high rpm environments but is not typical in vocational trucks due to the fact that the expense rarely purchases proportional benefit for the rpm range. Aluminum shafts have weight benefits, however in heavy service they can trade damage resistance and long-term durability for a weight number that does not change profits. For most fleets, stout steel pages the bills.

Bigger tube increases bending stiffness and raises critical speed, however it alters clearance to crossmembers, exhaust, and brake pipes. On a long shaft, the step 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 couple of hundred rpm of your cruise shaft speed, do not bet. Change television, divided the shaft with a carrier, or change ratio if your use case enables it.

Weld yokes and midship stubs must match television size and wall so the weld joint has even heat input and consistent strength. You desire a clean V-groove, consistent feed, and complete penetration without burn-through shoulders. Most shops will pre-heat heavier areas and finish with a correcting the alignment of pass before balance. A driveline that looks straight to the eye can still [drivelines](#) reveal 0.020 inch total showed runout. The target is typically under 0.010 inch TIR on the tube 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 heavy-duty series consist of 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 score and cap diameter. Full-round yokes with bolted bearing caps hold much better under shock than strap-style half-rounds, and they tolerate re-torque cycles better. Do not mix strap bolts across brands. Bolt length, shoulder, and thread pitch differ, and the incorrect bolt offers a false sense of clamp. Many 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 must sit on the very same aircraft. 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 modifications in predictable ways to cancel velocity ripple across the carrier. If you are not certain, set the support angles, then search for the proper clocking for the particular plan. A wrong guess shows up 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 ever rotates its needles, which chews flats in the bearings, then grows vibration under light load. Go for 1 to 3 degrees of running angle at each joint on a single shaft, with the transmission output and pinion angles equivalent and opposite within roughly half a degree. That variety keeps the needles alive without developing a huge sine-wave in speed.

Two-piece shafts follow comparable logic but include the provider. Set the carrier bracket so that the front and rear areas each live in a comfortable angle window. Attempt to keep the front shaft brief and stiff to push vital

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

Carrier bearings are worthy of genuine installing. A soft or cracked rubber support, a bent bracket, or a frame crossmember that can bend under load will appear as oscillation that ruins a cautious balance job. Mount the carrier on tidy, flat steel, and shim to set height instead of slotting holes. If you adjust height, reconsider angles at every joint.

Balancing and crucial speed: know your numbers

A heavy-duty shaft should be dynamically balanced at a speed that represents how it will live. Shops vary in approach, but balancing at or above the shaft's expected highway rpm offers the best read. Adding weights to strike no is not the goal if the tube or yokes are not straight. Proper gross runout first, then balance. A normal heavy truck shaft can be stabilized to a residual level in the neighborhood of a few gram-inches, often tighter on much shorter, stiffer pieces. If a store needs to stack a handful of slugs around the circumference, you likely missed a straightening 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 useful way to think of it. Expect a tandem dump utilizes a single rear shaft determining 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 restrictions and product. With 4.10 gears and 11R22.5 tires, shaft rpm at 65 miles per hour might be roughly 2,700 to 2,900 rpm. That margin is narrow. Hit 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 vital 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 save and when to begin fresh

A damaged shaft is not always an overall loss. You can true a bent tube, though the success window closes if it has a deep damage, a kink, or extreme rust pitting. Welded yokes with extended strap threads or stressing on the cap tires 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 baseline with new components rather than chasing after a compromise.

U-joints present a clear option. Greaseable joints buy you assessment and purge ability, at the expense of somewhat smaller sized sample and the danger that someone over-pressurizes a seal and drives grit within. Sealed, non-greaseable joints provide higher static strength and much better sealing for fleets that do not trust grease schedules. I have spec 'd sealed joints for winter season salt states where brine consumes whatever, but I am strict about evaluation intervals.

Heat marks on the cross, bad cap fits, and brinelled needles validate replacement. Resist the practice of swapping simply 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 same misalignment or lack of lube.

A field story about angles and hardware

We had a trade International been available in with a deep throttle vibration after a spring shop lifted the rear an inch to level the truck. They installed pinion shims but reused old U bolts. Within weeks, the axle turned under load, pressing 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 simple, not low-cost. We reset the angles, set up fresh Custom U Bolts sized for the taller stack, and changed the rear shaft with a 5 inch tube to get a bit more headroom on vital speed. Quiet ever since. The lesson repeats: you do not set angles when and forget them. You lock them down with appropriate clamping force and correct hardware, then you reconsider after the very first thousand miles.

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

Every excellent driveline is backed by great bolts. For strap yokes, always use 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 might look neat, but paint in between cap and yoke ear is a creep path. Strip paint where parts seat.

Flange bolts are another trap. Various flanges require different 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 method to strip a bore at roadside. Keep identified bins and match by part number, not eyeball. It seems like fundamental shopkeeping due to the fact that it is, and it avoids rework.

Shop workflow that respects cause and effect

When we build or rebuild a durable shaft, we follow a repeatable, tight procedure. The order matters, due to the fact that each step feeds the next and avoids compensating for earlier mistakes.

- Inspect and measure at trip height, record angles, and mark phasing. Diagnose the initial complaint.
- Choose tube size, yokes, and U-joint series for torque, length, and vital speed margins.
- Fit, tack, and real on the bench, fixing runout with a dial sign before final weld.
- Straighten as required, then dynamically balance at or near anticipated operating rpm.
- Install with proper hardware, set provider height and pinion angle, torque fasteners, and road test under load.

That 5th step gets skipped 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 developed the original grievance. Use a known-good stretch of road. 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 fixes most long wheelbase problems, but the layout matters. You desire the geometry such that each joint works within that friendly 1 to 3 degree window. Sometimes product packaging requires a compromise. If your front shaft would sit near no degrees, you can angle the carrier slightly to wake the front joint, then counter that angle in the rear geometry to keep the entire system pleased. When area is tight at the transmission, a compact slip near the midship instead of 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, but they are not a cure-all. They include length and cost, and they concentrate wear in more parts. Utilize them when you have 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 bring their own dangers. 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 perfect balance still stop

working because the operator let them chatter at high angle for hours feeding a pump. Specification the joint series up a notch for PTO task if the angle is steep, and inform the team about rpm and angle limits.

Maintenance that really prevents failure

Grease schedules wander in the real world. Set periods in miles or hours and anchor them to the heaviest service in your fleet, not the lightest. For a lot of heavy trucks with greaseable joints, a 5,000 to 10,000 mile interval works if the environment is tidy. In mines, on salted winter roadways, or in off-road logging, reduce that to 2,500 miles or perhaps weekly. Utilize an NLGI 2 lithium complex grease that matches your temperature level variety. At the slip, add grease until you see fresh item 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 deserve a feel test. Spin them by hand throughout service. Any roughness, sound, or axial play is a warning. The rubber assistance ought to look uncracked and firm. A sagging assistance modifications angles enough to introduce vibration that consumes joints downstream.

Inspect straps, cap bolts, and flanges for witness marks and looseness. A shiny ring under a cap bolt head is a clue that torque fell off. Replace 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 save later

An uncomplicated durable rebuild with new U-joints and a balance might land in the 400 to 700 dollar variety depending upon series and shop 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 real dollars, however so is a tow and a missed out on delivery. If the original shaft lived near its limitations on tube OD, joint series, or important speed, spend the extra to upsize now. I track resurgences. Almost every time someone tried to save a couple of hundred dollars by keeping limited tube on a long shaft, we saw the truck again for a balance renovate or a provider swap within months.



Installation nuance that avoids do-overs

Before the new or rebuilt 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 squarely, tap them with a brass drift to settle the needles, then torque slowly in sequence. 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 great in the store and fail in service.

Set the provider height utilizing shims instead of spying on slotted holes. Validate that the rubber is not pre-loaded into a twist. Recheck running angles at trip height, and record 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 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, repair the pinion angle with correct shims and lock it down with Custom U Bolts cut to the appropriate 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 measured in the store 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 constant speeds. If you have access to a tri-axial accelerometer or an easy phone-based vibration app mounted securely, log a standard. A light, sharp vibration rising with speed points to balance. A slow, heavy thump under acceleration points towards joint or angle. If you can not duplicate the complaint, do not restore the truck and hope. Confirm under the conditions the driver in fact sees.

The bottom line for reliable drivelines

Custom driveline fabrication is equivalent parts measurement discipline, component choice, and attention to small 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 critical speed, and balance at representative rpm, the truck will feel settled. Pair 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 become huge invoices.

When you do it right, the outcome is not remarkable. The mirrors stop shaking, the floorboard goes peaceful, and the motorist stops thinking of 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

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](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](#)

Those enjoying a drink at [Ninkasi Brewing Company](#) are not far from specialists who provide Drivelines repair, Custom U Bolts fabrication, and dependable Truck Parts.