

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 penalty. When it is right, the truck feels planted, foreseeable, and

quiet 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 begin to chatter. Getting a custom driveline built or fixed is not a luxury item for program trucks. It is core reliability work, the type of attention that keeps a fleet's cost per mile within projection and prevents roadside calls that happen at the worst time.

This is a trade where numbers matter as much as the torch. I have watched knowledgeable fabricators tack, check, and correct a shaft three 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 details pay off.

Start with the problem, not the parts

It is tempting to jump to new yokes and thicker tube, however the very best custom driveline work starts with a clear medical diagnosis. Not all vibrations indicate the exact same repair. A rumble that rises 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 specific highway speed hints at a crucial speed problem. Getting orientation from those patterns saves money and guides every option that follows, from tube size 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. Construct 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 well-built shaft that is the wrong length, or the ideal length with the incorrect operating angle, is still a failure. Set trip height initially, with the truck as it will live when working. Air suspensions need to 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 utilize shims under leaf springs to remedy pinion angle, those shims change the stack height, and you require longer U bolts with complete thread engagement and proper torque. Careless securing lets the axle turn under load, which eliminates U-joints and splines.

For measurements, be precise and consistent. Tail real estate flange to pinion flange is the common baseline, however mixed flange patterns or half-round yokes change how you measure and what adapters you might require. Note pilot sizes, bolt circle diameters, and spline count at the slip. On heavy trucks I still see three different yoke sizes on the very same automobile: 1710 at the transmission, 1760 midship, and 1810 at the axle. Blending these unintentionally makes complex balance and service.

A couple of key figures assist length: go for mid-travel at the slip when the truck sits at ride height. Leave sufficient 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 back need to be timed properly 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 dedicating to tube size or yokes:



- Driveline length at ride 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 available vs required, including 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 utilize DOM steel tube, typically 1020 or 1026. Wall density generally falls in between 0.120 and 0.188 inch, with outdoors sizes of 3.5 to 6 inches depending upon torque and length. Chromoly, like 4130, appears in extreme responsibility or high rpm environments however is not typical in occupation trucks due to the fact that the cost seldom buys proportional benefit for the rpm variety. 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 alter revenue. For a lot of fleets, stout steel pages the bills.

Bigger tube increases bending tightness and raises important speed, however it changes clearance to crossmembers, exhaust, and brake pipes. On a long shaft, the action from 4 inch to 5 inch OD can move a critical speed from approximately 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are ballpark figures, not a substitute for calculation. If you are within a few hundred rpm of your cruise shaft speed, do not bet. Change the tube, split the shaft with a provider, or change ratio if your use case allows it.

Weld yokes and midship stubs need to match television size and wall so the weld joint has even heat input and uniform strength. You want a clean V-groove, stable feed, and full penetration without burn-through shoulders. The majority of shops will preheat heavier areas and surface with a correcting pass before balance. A driveline that looks straight to the eye can still 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 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 upon torque and joint angle, not what was on the rack. Common heavy-duty series consist of 1710, 1760, 1810, and 1880. Capability differs with running angle and lubrication, but as a rough guide, moving from 1710 to 1810 is a meaningful dive in torque ranking 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 across brands. Bolt length, shoulder, and thread pitch differ, and the wrong bolt uses a false sense of clamp. A lot of 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque variety. Always confirm from the yoke maker's spec sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft should rest on the exact 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 methods to cancel velocity ripple throughout the carrier. If you are not specific, set the assistance angles, then look up the correct clocking for the particular plan. An incorrect guess shows up on the very first test drive.

Angles, carrier bearings, and why one degree can matter

U-joints like to move. A joint that runs at exactly absolutely no degrees never turns 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 roughly half a degree. That variety keeps the needles alive without creating a huge sine-wave in speed.

Two-piece shafts follow similar reasoning however add the provider. Set the carrier bracket so that the front and rear sections each reside in a comfy angle window. Attempt to keep the front shaft short and stiff to press critical speed greater. On long wheelbase tractors, splitting the overall length into a front shaft around 40 inches and a rear that suits the axle spacing typically keeps both within safe rpm.

Carrier bearings are worthy of genuine mounting. A soft or split rubber assistance, a bent bracket, or a frame crossmember that can bend under load will appear as oscillation that ruins a careful balance job. Mount the provider on tidy, flat steel, and shim to set height rather than slotting holes. If you change height, recheck angles at every joint.

Balancing and crucial speed: know your numbers

A sturdy shaft must be dynamically balanced at a speed that represents how it will live. Shops vary in method, but stabilizing at or above the shaft's anticipated highway rpm provides the best read. Adding weights to strike no is not the goal if the tube or yokes are not directly. Right gross runout first, then balance. A common heavy truck shaft can be balanced to a recurring level in the area of a couple of gram-inches, often tighter on shorter, stiffer pieces. If a store has to stack a handful of slugs around the circumference, you likely missed a correcting step.

Critical speed is the rpm where the shaft's first bending mode gets excited. Long, thin shafts struck it at surprisingly low speeds. Here is a useful method to think about it. Suppose a tandem dump uses a single rear shaft measuring about 72 inches of exposed tube, 5 inch OD, 0.125 wall. That shaft's first important might relax 3,000 to 3,200 rpm depending on end restraints 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 carrier life diminish. Dividing into a two-piece with a midship bearing raises the vital speeds and smooths the cabin. You pay in included parts and a little upkeep, 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 always a total loss. You can true a bent tube, though the success window closes if it has a deep dent, a kink, or severe rust pitting. Bonded yokes with extended strap threads or worrying on the cap tires should have replacement. Slip splines with visible wear, looseness under torsion, or galling at the seal land ought to be replaced as a set, male and female. Develop a fresh balance standard with new parts instead of going after a compromise.

U-joints provide a clear choice. Greaseable joints purchase you inspection and purge ability, at the cost of a little smaller sized cross sections and the danger that somebody over-pressurizes a seal and drives grit within. Sealed, non-greaseable joints provide higher fixed strength and much better sealing for fleets that do not trust grease schedules. I have spec 'd sealed joints for winter salt states where brine consumes everything, but I am rigorous about assessment intervals.

Heat marks on the cross, bad cap fits, and brinelled needles validate replacement. Withstand the routine of switching 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 very same misalignment or absence of lube.

A field story about angles and hardware

We had an employment International can be found in with a deep throttle vibration after a spring shop 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, pressing the pinion angle out by roughly 3 degrees. The truck ate two rear U-joints and a provider bearing in less than 10,000 miles. The fix was easy, 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 important speed. Quiet since. The lesson repeats: you do not set angles as soon as and forget them. You lock them down with appropriate securing force and proper hardware, then you recheck after the first thousand miles.

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

Every good driveline is backed by great bolts. For strap yokes, always use the specified strap and matched bolts. For full-round yokes, tidy the threads, use the manufacturer-approved threadlocker if called for, and torque in a criss-cross pattern. Painted yokes might look tidy, but paint in between cap and yoke ear is a creep path. Strip paint where parts seat.

Flange bolts are another trap. Different flanges call for various lengths, shoulder sizes, and thread pitches. Blending a metric bolt in an inch-thread yoke because it felt close is a fast way to strip a bore at roadside. Keep identified bins and match by part number, not eyeball. It seems like fundamental shopkeeping because it is, and it avoids rework.

Shop workflow that respects cause and effect

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

- Inspect and procedure at ride height, record angles, and mark phasing. Detect the initial complaint.
- Choose tube size, yokes, and U-joint series for torque, length, and important speed margins.
- Fit, tack, and real on the bench, remedying runout with a dial sign before final weld.
- Straighten as needed, then dynamically balance at or near anticipated operating rpm.

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

That 5th action gets skipped more than individuals admit. A fast loop around the block is not a test. Discover a path where you can hit the speeds and loads that developed the original grievance. Utilize a known-good stretch of roadway. 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 fixes most long wheelbase problems, however the design 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 space 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 perform at larger angles more smoothly 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 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 dangers. They see high angles at low engine speed during work cycles where the operator is focused on hydraulics, not the truck. I have seen PTO shafts with best balance still fail because the operator let them chatter at high angle for hours feeding a pump. Spec the joint series up a notch for PTO responsibility if the angle is high, and inform the crew about rpm and angle limits.

Maintenance that actually prevents 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 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 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, 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, sound, or axial play is a caution. The rubber support should look uncracked and firm. A sagging support modifications angles enough to present vibration that eats 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. Replace bolts that have been heat-stretched or necked down. Keep spare Truck Parts on hand, from typical U-joint sets to straps and flange bolts, so you do not jeopardize with the wrong hardware under time pressure.

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

An uncomplicated sturdy rebuild with new U-joints and a balance might land in the 400 to 700 dollar range depending on series and shop rates. Include 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 provider, brackets, and both shafts can run higher. These are real dollars, but so is a tow and a missed delivery. If the original shaft lived near its limits on tube OD, joint series, or vital speed, spend the extra to upsize now. I track resurgences. Nearly every time someone attempted

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

Installation subtlety that avoids do-overs

Before the new or reconstructed shaft goes in, clean up the flange faces. Rust and paint flake will crush under torque and relax the joint. Center the shaft on pilots rather than requiring 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. Rotate the shaft after each cap to feel for binding. If a cap binds, pull it back apart and examine that all needles remained upright. Just one needle tipped on its side will feel fine in the store and stop working in service.

Set the carrier height utilizing shims rather than prying on slotted holes. Validate that the rubber is not pre-loaded into a twist. Reconsider running angles at trip height, and record them. Those numbers become your baseline when somebody brings the truck back 3 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 stages, cross-pattern, and retorque after the very first 100 to 200 miles. Axle wrap under torque is not simply a traction issue. It is a U-joint killer. Correct clamping keeps the angles you determined in the shop alive on the road.

Safety and test validation

Use ranked [custom U bolts](#) stands and chocks when you are under a truck running at speed on a chassis dyno. Loose clothes and spinning shafts do not blend. On road 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 installed securely, log a baseline. A light, sharp vibration increasing with speed points to balance. A sluggish, heavy thump under acceleration points towards joint or angle. If you can not replicate the problem, do not hand back the truck and hope. Validate under the conditions the motorist in fact 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 truthfully fit torque and angle, size tube to stay 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 prevent the sluggish creep of issues that become huge invoices.

When you do it right, the outcome is not dramatic. The mirrors stop shaking, the floorboard goes peaceful, and the chauffeur stops thinking of the driveline entirely. That is the objective. In a heavy truck, no news from the shaft is excellent 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 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 shopping at [Valley River Center](#), commercial truck operators often stop nearby for professional Drivelines service, Custom U Bolts, and essential Truck Parts.