

**Business Name:** Anderson Brothers Truck & Equipment

**Address:** 2640 State Hwy 99 N #1, Eugene, OR 97402

**Phone:** (541) 688-8686

## Anderson Brothers Truck & Equipment

Anderson Brothers Truck & Equipment is a long-established truck parts and repair company located in Eugene, Oregon. Founded in 1949, the business has served the region for more than 70 years, building a reputation as a reliable source for heavy-duty truck parts, custom fabrication, and equipment repair. The company works with commercial vehicle owners, fleets, and equipment operators who need dependable parts and services to keep their trucks operating safely and efficiently.

A core focus of Anderson Brothers is providing specialized services for heavy-duty trucks and equipment. Their shop offers custom driveline fabrication and repair, helping customers build, rebuild, or balance drivelines for a wide range of applications. They also specialize in custom U-bolt bending and fabrication, producing precisely sized components for trucks and other heavy equipment. In addition, the company sells both new and used truck parts, stocking a large inventory and offering local delivery in the Eugene and Springfield areas.

Beyond parts sales, Anderson Brothers provides repair and maintenance services for truck components such as transmissions, differentials, and related systems. Their experienced team focuses on delivering practical, cost-effective solutions that help keep trucks and equipment running reliably. With decades of experience and a commitment to local service, Anderson Brothers Truck & Equipment continues to support the trucking and transportation industries throughout Eugene and surrounding communities.

[View on Google Maps](#)

2640 State Hwy 99 N #1, Eugene, OR 97402

### Business Hours

- Monday: 7:30 AM–6 PM
- Tuesday: 7:30 AM–6 PM
- Wednesday: 7:30 AM–6 PM
- Thursday: 7:30 AM–6 PM
- Friday: 7:30 AM–6 PM
- Saturday: 8 AM–2 PM
- Sunday: Closed

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Heavy-duty trucks live in a world of shock loads, high grades, payload spikes, and long hours at steady speed. The driveline sits at the center of that punishment. When it is right, the truck feels planted, foreseeable, and

peaceful 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 begin to chatter. Getting a custom driveline built or repaired is not a high-end product for show trucks. It is core dependability work, the type of attention that keeps a fleet's cost per mile within projection and prevents roadside calls that take place at the worst time.

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



## **Start with the problem, not the parts**

It is tempting to leap to new yokes and thicker tube, but the very best custom driveline work begins with a clear medical diagnosis. Not all vibrations point to the same repair. 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, worn slip splines, or a bad carrier bearing. A harmonic that peaks near a specific highway speed hints at a critical speed concern. Getting orientation from those patterns conserves cash and steers every option that follows, from tube diameter 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 habit 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 develop spec as much as any measurement.

## **Measure for fitment like it is aerospace**

A sturdy shaft that is the wrong length, or the best 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 normal driving height. Lifted leaf trucks ought to 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 utilize shims under leaf springs to remedy pinion angle, those shims alter the stack height, and you require longer U bolts with full thread engagement and appropriate torque. Sloppy clamping lets the axle rotate under load, which kills U-joints and splines.

For measurements, be precise and constant. Tail housing flange to pinion flange is the typical standard, but blended flange patterns or half-round yokes alter how you determine and what adapters you might require. Note pilot diameters, bolt circle diameters, and spline count at the slip. On heavy trucks I still see 3 separate yoke sizes on the same lorry: 1710 at the transmission, 1760 midship, and 1810 at the axle. Blending these inadvertently makes complex balance and service.

A few essential figures direct length: aim for mid-travel at the slip when the truck sits at trip height. Leave adequate 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 rear must be timed correctly to cancel speed variations. If the truck showed up with a misphased shaft, do not copy the mistake. Correct it.

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

- Driveline length at ride 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, provider bearing, and pinion, within 0.5 degree match where required
- Slip spline travel available vs needed, consisting of seal land and stop-to-stop distances
- Frame installing points and rigidity for any provider bearing or midship support

## **Materials and tube sizing are torque math, not guesswork**

Most durable drivelines utilize DOM steel tube, often 1020 or 1026. Wall density usually falls between 0.120 and 0.188 inch, with outdoors diameters of 3.5 to 6 inches depending upon torque and length. Chromoly, like 4130, appears in severe task or high rpm environments however is not typical in professional trucks due to the fact that the cost hardly ever buys proportional benefit for the rpm variety. Aluminum shafts have weight benefits, however in heavy service they can trade dent resistance and long-term durability for a weight number that does not change revenue. For a lot 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 a critical speed from approximately 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are estimate, not a replacement for computation. If you are within a few hundred rpm of your cruise shaft speed, do not gamble. Change television, divided the shaft with a provider, or adjust ratio if your usage 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 desire a tidy V-groove, constant feed, and full penetration without burn-through shoulders. Many shops will preheat much heavier areas and surface with an aligning 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 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. Typical durable series consist of 1710, 1760, 1810, and 1880. Capacity differs with operating angle and lubrication, however as a rough guide, moving from 1710 to 1810 is a significant dive in torque score and cap size. 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 throughout brands. Bolt length, shoulder, and thread pitch vary, and the wrong bolt provides an incorrect sense of clamp. The majority of 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque range. Always verify from the yoke maker's spec sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft should rest on the same plane. If one ear is clocked a couple of degrees out, the shaft introduces a second-order vibration that balance can not fix. On two-piece systems, the phasing changes in predictable ways to cancel velocity ripple throughout the carrier. 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 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 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 equivalent and opposite within approximately half a degree. That range keeps the needles alive without producing a huge sine-wave in speed.

Two-piece shafts follow similar reasoning but add the carrier. Set the carrier bracket so that the front and rear areas each reside in a comfortable angle window. Try to keep the front shaft brief and stiff to press important speed greater. On long wheelbase tractors, splitting the total length into a front shaft around 40 inches and a rear that matches the axle spacing often keeps both within safe rpm.

Carrier bearings deserve real 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 mindful balance job. Mount the carrier on tidy, flat steel, and shim to set height rather than slotting holes. If you adjust height, reconsider angles at every joint.

## Balancing and critical speed: know your numbers

A sturdy shaft must be dynamically balanced at a speed that represents how it will live. Shops vary in technique, however stabilizing at or above the shaft's anticipated highway rpm gives the very best read. Adding weights to strike zero is not the goal if television or yokes are not straight. Correct gross runout initially, then balance. A normal heavy truck shaft can be balanced to a residual level in the community of a couple of gram-inches, frequently tighter on shorter, stiffer pieces. If a shop has to stack a handful of slugs around the circumference, you likely missed a straightening step.



Critical speed is the rpm where the shaft's first bending mode gets delighted. Long, thin shafts struck it at remarkably low speeds. Here is a useful method to consider it. Expect a tandem dump utilizes a single rear shaft measuring about 72 inches of exposed tube, 5 inch OD, 0.125 wall. That shaft's first crucial might sit around 3,000 to 3,200 rpm depending upon end constraints and material. With 4.10 equipments and 11R22.5 tires, shaft rpm at 65 miles per hour could be roughly 2,700 to 2,900 rpm. That margin is narrow. Hit a downhill at 72 mph and you may kiss the mode, feel a buzz, and watch carrier life shrink. Dividing into a two-piece with a midship bearing

raises the important speeds and smooths the cabin. You pay in included parts and a little upkeep, however for long wheelbase trucks it is the clever trade.

## **Repair and rebuild: when to save and when to start fresh**

A damaged shaft is not constantly a total loss. You can real a bent tube, though the success window closes if it has a deep dent, a kink, or extreme rust pitting. Bonded yokes with stretched 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 must be replaced as a set, male and female. Construct a fresh balance baseline with new elements instead of chasing a compromise.

U-joints present a clear option. Greaseable joints purchase you inspection and purge capability, at the expense of somewhat smaller sized random sample and the risk that somebody over-pressurizes a seal and drives grit inside. 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 salt states where brine consumes whatever, however I am stringent about assessment intervals.

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

## **A field story about angles and hardware**

We had a vocational International come in with a deep throttle vibration after a spring store lifted the rear an inch to level the truck. They set up pinion shims however reused old U bolts. Within weeks, the axle rotated under load, pressing the pinion angle out by roughly 3 degrees. The truck consumed two rear U-joints and a provider bearing in less than 10,000 miles. The fix was easy, not low-cost. 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 bit more headroom on critical speed. Peaceful since. The lesson repeats: you do not set angles as soon as and forget them. You lock them down with correct clamping force and right hardware, then you recheck after the first thousand miles.

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

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

Flange bolts are another trap. Various 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 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 respects cause and effect**

When we develop or rebuild a durable shaft, we follow a repeatable, tight process. The order matters, because each action feeds the next and avoids compensating for earlier mistakes.

- Inspect and measure at trip height, record angles, and mark phasing. Identify the initial complaint.

- Choose tube size, yokes, and U-joint series for torque, length, and vital speed margins.
- Fit, tack, and true on the bench, remedying runout with a dial indication before last weld.
- Straighten as needed, then dynamically balance at or near expected operating rpm.
- Install with correct hardware, set provider height and pinion angle, torque fasteners, and road test under load.

That fifth step gets skipped more than people admit. A quick loop around the block is not a test. Find a route where you can hit the speeds and loads that produced the initial grievance. Use 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 solves most long wheelbase problems, however 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 zero degrees, you can angle the carrier a little to wake the front joint, then counter that angle in the rear geometry to keep the entire system pleased. When space is tight at the transmission, a compact slip near the midship instead of at the transmission can purchase clearance.

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

PTO shafts carry their own threats. They see high angles at low engine speed throughout work cycles where the operator is concentrated on hydraulics, not the truck. I have seen PTO shafts with best balance still stop working because the operator let them chatter at high angle for hours feeding a pump. Spec the joint series up a notch for PTO task if the angle is steep, and inform the crew about rpm and angle limits.

## Maintenance that in fact 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 interval works if the environment is clean. In mines, on salted winter season roads, or in off-road logging, shorten that to 2,500 miles or even weekly. Utilize an NLGI 2 lithium complex grease that matches your temperature level variety. At the slip, include grease up until 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 pushes through. Over-greasing can blow seals and trap grit.

Carrier bearings should have a feel test. Spin them by hand throughout service. Any roughness, sound, or axial play is a warning. The rubber support ought to look uncracked and firm. A drooping 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 hint that torque fell off. Change bolts that have been heat-stretched or necked down. Keep spare Truck Parts on hand, from common U-joint sets to straps and flange bolts, so you do not jeopardize with the incorrect hardware under time pressure.





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

A straightforward sturdy rebuild with new U-joints and a balance may land in the 400 to 700 dollar range depending on series and store 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 greater. These are genuine dollars, however so is a tow and a missed shipment. If the initial shaft lived near its limits on tube OD, joint series, or vital speed, invest the additional to upsize now. I track returns. Nearly each time someone tried to conserve a few hundred dollars by keeping minimal tube on a long shaft, we saw the truck again for a balance redo or a carrier swap within months.

## **Installation nuance that avoids do-overs**

Before the new or reconstructed shaft enters, clean 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 squarely, tap them with a brass drift to settle the needles, then torque slowly in series. Rotate the shaft after each cap to feel for binding. If a cap binds, pull it back apart and inspect that all needles stayed upright. Just one needle tipped on its side will feel great in the shop and fail in service.

Set the carrier height utilizing shims instead of prying on slotted holes. Verify that the rubber is not pre-loaded into a twist. Reconsider operating angles at ride height, and tape-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 short 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, [drivelinesandersonbrotherste.com](http://drivelinesandersonbrotherste.com) repair the pinion angle with correct shims and lock it down with Custom U Bolts cut to the proper length, not recycled hardware with over-stretched threads. Torque them in phases, cross-pattern, and retorque after the first 100 to 200 miles. Axle wrap under torque is not simply a traction problem. It is a U-joint killer. Right 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 clothes and spinning shafts do not blend. On road tests, pick routes where you can hold stable speeds. If you have access to a tri-axial accelerometer or a simple phone-based vibration app mounted safely, log a baseline. A light, sharp vibration increasing with speed indicate balance. A slow, heavy thump under velocity points toward joint or angle. If you can not replicate the complaint, do not hand back the truck and hope. Validate under the conditions the chauffeur really sees.

## **The bottom line for trusted drivelines**

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

When you do it right, the outcome is not remarkable. The mirrors stop shaking, the floorboard goes peaceful, and the driver stops considering the driveline totally. 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

Anderson Brothers Truck & Equipment has a phone number of (541) 688-8686

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Anderson Brothers Truck & Equipment has a website <https://andersonbrotherste.com/>

Anderson Brothers Truck & Equipment has Google Maps listing <https://maps.app.goo.gl/ta67Qi9fc5DCZZzp7>

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?

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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?

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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?

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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?

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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?

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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?

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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?

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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?**

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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?**

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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?**

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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?**

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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:5416888686) Monday through Friday 7:30am to 6:00pm, Saturday 8:00am to 2:00pm. Closed Sundays.

## **How can I contact Anderson Brothers Truck & Equipment?**

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You can contact Anderson Brothers Truck & Equipment by phone at: [\(541\) 688-8686](tel:5416888686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

Families spending time at [RiverPlay Discovery Village](#) are close to local experts who provide Drivelines work, Custom U Bolts fabrication, and dependable Truck Parts.