

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 stable speed. The driveline sits at the center of that penalty. 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 reliability work, the kind of attention that keeps a fleet's expense 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 actually enjoyed experienced producers tack, check, and remedy a shaft 3 times simply to claw back a few thousandths of runout, because they knew that sloppiness here shows up later on at 65 miles per hour as heat in an inexpensive 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 very same repair. A rumble that rises with road speed typically 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 carrier bearing. A harmonic that peaks near a particular highway speed mean an important speed problem. Getting orientation from those patterns conserves cash and steers every choice 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. Develop the routine 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 construct specification as much as any measurement.

Measure for fitment like it is aerospace

A well-built shaft that is the wrong length, or the best length with the wrong operating angle, is still a failure. Set ride height first, with the truck as it will live when working. Air suspensions need to be at typical driving height. Lifted leaf trucks need to have pinion angle set where it belongs, locked down with correct hardware. This is where Custom U Bolts appear in the real world. If you use shims under leaf springs to fix pinion angle, those shims alter the stack height, and you need longer U bolts with complete thread engagement and proper torque. Sloppy securing lets the axle rotate under load, which kills U-joints and splines.

For measurements, be exact and consistent. Tail housing flange to pinion flange is the typical standard, however combined flange patterns or half-round yokes change how you determine and what adapters you may need. Keep in mind pilot diameters, bolt circle diameters, and spline count at the slip. On heavy trucks I still see 3 different yoke sizes on the same car: 1710 at the transmission, 1760 midship, and 1810 at the axle. Mixing these unintentionally makes complex balance and service.

A few essential figures direct 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 method, depending upon geometry. Mark phasing before teardown. On two-piece shafts, the front and back need to be timed properly to cancel velocity variations. If the truck got here with a misphased shaft, do not copy the error. Proper it.

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

- Driveline length at trip height and at complete bump and droop
- Flange types, pilot sizes, bolt circle, and U-joint series at each end
- Operating angles at transmission output, carrier bearing, and pinion, within 0.5 degree match where required

- Slip spline travel available vs needed, consisting of seal land and stop-to-stop distances
- Frame mounting points and rigidity for any provider bearing or midship support

Materials and tube sizing are torque mathematics, not guesswork

Most heavy-duty drivelines use DOM steel tube, often 1020 or 1026. Wall density usually falls between 0.120 and 0.188 inch, with outside diameters of 3.5 to 6 inches depending upon torque and length. Chromoly, like 4130, shows up in extreme responsibility or high rpm environments however is not common in trade trucks since the expense hardly ever buys proportional benefit for the rpm variety. Aluminum shafts have weight benefits, but in heavy service they can trade dent resistance and long-term sturdiness for a weight number that does not alter revenue. For a lot of 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 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 computation. 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 adjust ratio if your use case allows it.

[Anderson Brothers Truck & Equipment custom U bolts](#)

Weld yokes and midship stubs need to match the tube size and wall so the weld joint has even heat input and consistent strength. You desire a tidy V-groove, consistent feed, and full penetration without burn-through shoulders. Many shops will pre-heat much heavier areas and finish with a correcting the alignment of pass before balance. A driveline that looks straight to the eye can still show 0.020 inch overall suggested runout. The target is normally 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 during 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 include 1710, 1760, 1810, and 1880. Capability differs with running angle and lubrication, however as a rough guide, moving from 1710 to 1810 is a significant jump in torque rating and cap diameter. Full-round yokes with bolted bearing caps hold much better under shock than strap-style half-rounds, and they endure re-torque cycles much better. Do not mix strap bolts throughout brand names. Bolt length, shoulder, and thread pitch differ, and the incorrect bolt offers a false sense of clamp. Most 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque range. Always validate from the yoke maker's specification sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft need to rest 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 repair. On two-piece systems, the phasing changes in predictable ways to cancel speed ripple across the provider. If you are not particular, set the assistance angles, then search for the correct clocking for the particular 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 ever rotates its needles, which chews flats in the bearings, then grows vibration under light load. Aim for 1 to 3 degrees of operating angle at each joint on a single shaft, with the transmission output and pinion angles equivalent and opposite within roughly half a degree. That variety keeps the needles alive without producing a big sine-wave in speed.

Two-piece shafts follow comparable reasoning but add the provider. Set the provider 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 press critical speed greater. On long wheelbase tractors, splitting the general length into a front shaft around 40 inches and a back that fits the axle spacing often keeps both within safe rpm.

Carrier bearings should have genuine mounting. A soft or split rubber support, a bent bracket, or a frame crossmember that can bend under load will show up as oscillation that ruins a careful balance job. Mount the provider on clean, flat steel, and shim to set height instead of slotting holes. If you adjust height, reconsider angles at every joint.

Balancing and vital speed: understand your numbers

A sturdy shaft need to be dynamically stabilized at a speed that represents how it will live. Shops vary in technique, but balancing at or above the shaft's anticipated highway rpm gives the very best read. Adding weights to hit no is not the objective if the tube or yokes are not straight. Proper gross runout initially, then balance. A normal heavy truck shaft can be stabilized to a recurring level in the community of a few gram-inches, often tighter on much shorter, stiffer pieces. If a store needs to stack a handful of slugs around the area, you likely missed out on a straightening step.

Critical speed is the rpm where the shaft's very first bending mode gets delighted. Long, thin shafts struck it at surprisingly low speeds. Here is a practical method to consider it. Suppose a tandem dump uses a single rear shaft determining about 72 inches of exposed tube, 5 inch OD, 0.125 wall. That shaft's very first critical might sit around 3,000 to 3,200 rpm depending upon end constraints and material. With 4.10 gears and 11R22.5 tires, shaft rpm at 65 mph might be roughly 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 watch provider life diminish. Dividing into a two-piece with a midship bearing raises the critical 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 conserve and when to start fresh

A damaged shaft is not constantly an overall loss. You can real a bent tube, though the success window closes if it has a deep dent, a kink, or serious rust pitting. Welded yokes with extended strap threads or fretting on the cap tires deserve replacement. Slip splines with visible wear, looseness under torsion, or galling at the seal land need to be replaced as a set, male and woman. Construct a fresh balance standard with new elements instead of going after a compromise.

U-joints present a clear choice. Greaseable joints purchase you inspection and purge ability, at the cost of slightly smaller sized sample and the threat that someone over-pressurizes a seal and drives grit within. Sealed, non-greaseable joints use greater fixed strength and better sealing for fleets that do not trust grease schedules. I have spec 'd sealed joints for winter season salt states where brine consumes everything, however I am stringent about examination intervals.

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

A field story about angles and hardware

We had a professional International come in with a deep throttle vibration after a spring 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 approximately 3 degrees. The truck consumed 2 rear U-joints and a provider bearing in less than 10,000 miles. The fix was easy, not inexpensive. 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 more headroom on critical speed. Quiet since. The lesson repeats: you do not set angles when and forget them. You lock them down with appropriate securing force and proper hardware, then you reconsider after the very first thousand miles.

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

Every excellent driveline is backed by good 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. Various flanges require various lengths, shoulder diameters, and thread pitches. Mixing a metric bolt in an inch-thread yoke due to the fact that it felt close is a fast way to strip a bore at roadside. Keep identified bins and match by part number, not eyeball. It sounds like fundamental shopkeeping because it is, and it prevents rework.

Shop workflow that appreciates cause and effect

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

- Inspect and procedure at ride height, record angles, and mark phasing. Diagnose the original complaint.
- Choose tube size, yokes, and U-joint series for torque, length, and important speed margins.
- Fit, tack, and true on the bench, correcting runout with a dial indicator before last 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 roadway test under load.

That 5th step gets avoided more than individuals confess. A fast loop around the block is not a test. Find a path where you can hit the speeds and loads that produced the original grievance. Utilize 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 solves most long wheelbase issues, however the layout matters. You desire the geometry such that each joint works within that friendly 1 to 3 degree window. Often product packaging forces a compromise. If your front shaft would sit near zero degrees, you can angle the provider slightly 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, frequently called CVs, show up where angle is high at one end. They can run at bigger angles more efficiently than a single joint, however they are not a cure-all. They add length and cost, and they

focus use in more parts. Utilize them when you need 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 carry their own dangers. 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 ideal balance still fail since 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 educate the team about rpm and angle limits.

Maintenance that in fact prevents failure

Grease schedules wander in the real world. Set intervals 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 period works if the environment is tidy. In mines, on salted winter season roads, 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 variety. At the slip, include 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 are worthy of a feel test. Spin them by hand throughout service. Any roughness, noise, or axial play is a warning. The rubber support need 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 an idea that torque fell off. Replace bolts that have actually been heat-stretched or necked down. Keep spare 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

A simple durable rebuild with new U-joints and a balance may land in the 400 to 700 dollar range depending on 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 provider, 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 critical speed, spend the additional to upsize now. I track comebacks. Almost whenever someone attempted to save a couple of hundred bucks by keeping marginal tube on a long shaft, we saw the truck once 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 deals with. Rust and paint flake will squash under torque and unwind the joint. Center the shaft on pilots instead of forcing bolts to focus it. On half-round yokes, seat the caps directly, tap them with a brass drift to settle the needles, then torque gradually 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 remained upright. Simply one needle tipped on its side will feel great in the store and fail in service.

Set the provider height using shims rather than spying on slotted holes. Validate that the rubber is not pre-loaded into a twist. Reconsider operating angles at trip height, and tape them. Those numbers become your standard 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 short note on suspension, pinion angle, and Custom U Bolts

Suspension work and driveline work are married. If you raise or level a leaf-spring truck, repair 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 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 shop alive on the road.

Safety and test validation

Use rated stands and chocks when you are under a truck performing at speed on a chassis dyno. Loose clothes and spinning shafts do not blend. On roadway tests, pick paths where you can hold constant speeds. If you have access to a tri-axial accelerometer or an easy 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 problem, do not hand back the truck and hope. Confirm under the conditions the motorist really sees.

The bottom line for reliable drivelines

Custom driveline fabrication is equal parts measurement discipline, part choice, and attention to small tolerances that compound at speed. If you set angles within a tight window, pick U-joint series that honestly fit torque and angle, size tube to stay well clear of vital 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 avoid the sluggish creep of issues that turn into big invoices.

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

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](tel:5416888686), 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.