

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 punishment. When it is right, the truck feels planted, predictable,

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 repaired is not a luxury item for show trucks. It is core dependability work, the type of attention that keeps a fleet's cost per mile within forecast and prevents roadside calls that occur at the worst time.

This is a trade where numbers matter as much as the [Anderson Brothers Truck & Equipment truck parts](#) torch. I have enjoyed competent fabricators tack, check, and correct a shaft 3 times just to claw back a couple of thousandths of runout, due to the fact that they knew that sloppiness here appears 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, but the best custom driveline work begins with a clear medical diagnosis. Not all vibrations point to the very same repair. A rumble that rises with roadway speed frequently traces to shaft balance, tire or wheel issues, 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 particular highway speed hints at a vital speed concern. Getting orientation from those patterns saves cash and steers every option that follows, from tube diameter 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. Build the practice 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 build spec as much as any measurement.

Measure for fitment like it is aerospace

A sturdy shaft that is the incorrect 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 must be at typical driving height. Lifted leaf trucks ought to have pinion angle set where it belongs, locked down with proper 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 alter the stack height, and you need longer U bolts with complete thread engagement and appropriate torque. Sloppy securing lets the axle turn under load, which kills U-joints and splines.

For measurements, be accurate and consistent. Tail housing flange to pinion flange is the common standard, but mixed flange patterns or half-round yokes change how you measure and what adapters you may require. Note pilot sizes, bolt circle diameters, and spline count at the slip. On heavy trucks I still see 3 separate yoke sizes on the exact same lorry: 1710 at the transmission, 1760 midship, and 1810 at the axle. Mixing these inadvertently complicates balance and service.

A couple of crucial figures guide 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 method, depending upon geometry. Mark phasing before teardown. On two-piece shafts, the front and rear should be timed correctly to cancel velocity variations. If the truck got here with a misphased shaft, do not copy the mistake. Right it.

Here is a compact checklist I use before dedicating 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

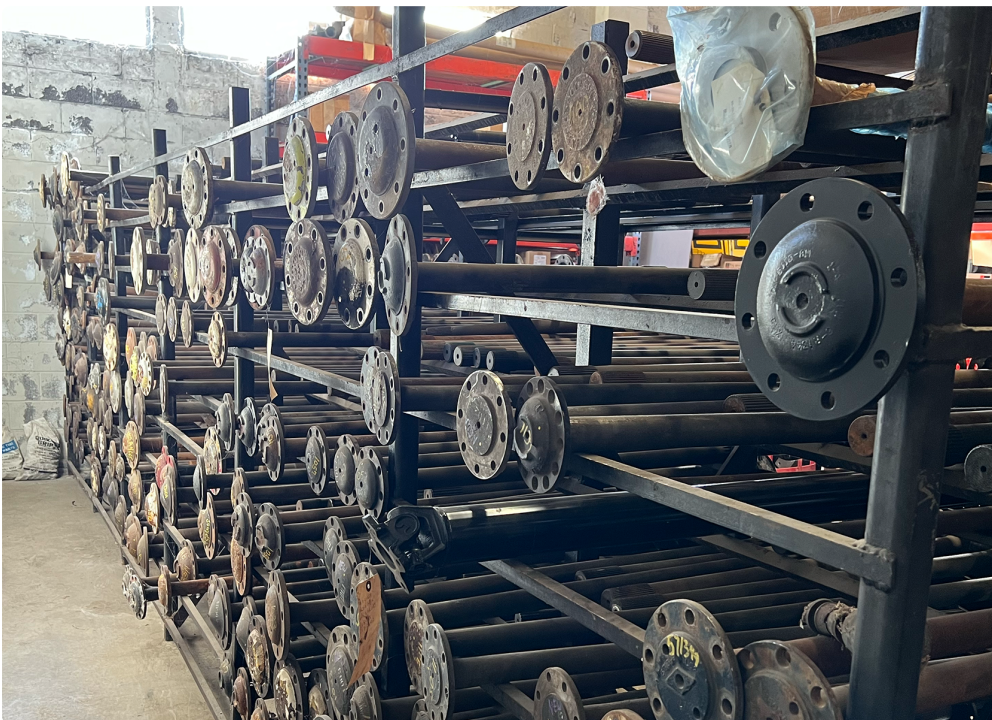
- Operating angles at transmission output, provider bearing, and pinion, within 0.5 degree match where required
- Slip spline travel available vs required, including seal land and stop-to-stop distances
- Frame installing points and rigidity for any provider bearing or midship support

Materials and tube sizing are torque mathematics, not guesswork

Most heavy-duty drivelines use DOM steel tube, frequently 1020 or 1026. Wall thickness normally 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, appears in serious responsibility or high rpm environments however is not common in occupation trucks since the cost seldom buys proportional advantage for the rpm range. Aluminum shafts have weight advantages, but in heavy service they can trade damage resistance and long-lasting toughness for a weight number that does not alter profits. For most fleets, stout steel pages the bills.

Bigger tube increases bending tightness and raises critical speed, but 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 vital 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 few hundred rpm of your cruise shaft speed, do not bet. Modification television, split 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, stable feed, and complete penetration without burn-through shoulders. A lot of stores will pre-heat much heavier sections and surface 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 usually under 0.010 inch TIR on television and 0.004 to 0.006 at the weld shoulders for heavy-duty shafts. The straighter it is, the less weight you will be stacking during balance.



U-joint series, yokes, and phasing matter like equipment choice

Pick U-joint series based on torque and joint angle, not what was on the shelf. Typical sturdy series consist of 1710, 1760, 1810, and 1880. Capacity differs with operating angle and lubrication, but as a rough guide, moving

from 1710 to 1810 is a meaningful jump in torque ranking and cap size. Full-round yokes with bolted bearing caps hold much better under shock than strap-style half-rounds, and they tolerate re-torque cycles much better. Do not mix strap bolts across brand names. Bolt length, shoulder, and thread pitch differ, and the wrong bolt offers an incorrect sense of clamp. A lot of 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque range. Constantly confirm from the yoke maker's spec sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft must sit on the exact same airplane. If one ear is clocked a few degrees out, the shaft introduces a second-order vibration that balance can not fix. On two-piece systems, the phasing modifications in predictable methods to cancel velocity ripple across the carrier. If you are not specific, set the assistance angles, then look up the correct clocking for the specific arrangement. A wrong guess appears 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 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 running angle at each joint on a single shaft, with the transmission output and pinion angles equal and opposite within roughly half a degree. That range keeps the needles alive without producing a huge sine-wave in speed.

Two-piece shafts follow similar reasoning but include the carrier. Set the carrier bracket so that the front and rear sections each live in a comfortable angle window. Attempt to keep the front shaft short and stiff to press crucial speed greater. On long wheelbase tractors, splitting the total length into a front shaft around 40 inches and a back that matches the axle spacing typically keeps both within safe rpm.

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



Balancing and vital speed: know your numbers

A sturdy shaft ought to be dynamically stabilized at a speed that represents how it will live. Shops differ in method, but balancing at or above the shaft's anticipated highway rpm gives the very best read. Including weights to hit zero is not the goal if television or yokes are not directly. Correct gross runout initially, then balance. A normal heavy truck shaft can be balanced to a residual level in the area of a couple of gram-inches, frequently tighter on much shorter, stiffer pieces. If a store has to stack a handful of slugs around the area, you likely missed out on an aligning step.

Critical speed is the rpm where the shaft's very first bending mode gets excited. Long, thin shafts struck it at surprisingly low speeds. Here is a practical way to think of it. Expect a tandem dump uses a single rear shaft determining 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 product. With 4.10 equipments and 11R22.5 tires, shaft rpm at 65 miles per hour could be approximately 2,700 to 2,900 rpm. That margin is narrow. Strike a downhill at 72 miles per hour and you may kiss the mode, feel a buzz, and watch provider life shrink. Splitting into a two-piece with a midship bearing raises the important speeds and smooths the cabin. You pay in added parts and a little upkeep, but for long wheelbase trucks it is the wise trade.

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

A harmed 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 stretched strap threads or fretting on the cap bores should have replacement. Slip splines with visible wear, looseness under torsion, or galling at the seal land should be changed as a set, male and female. Construct a fresh balance baseline with new parts instead of going after a compromise.

U-joints present a clear option. Greaseable joints buy you examination and purge capability, at the expense of somewhat smaller sized cross sections and the risk that somebody over-pressurizes a seal and drives grit within. Sealed, non-greaseable joints provide greater fixed strength and better sealing for fleets that do not trust grease schedules. I have actually spec 'd sealed joints for winter season salt states where brine eats everything, but I am rigorous about examination intervals.

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

A field story about angles and hardware

We had an occupation International been available in with a deep throttle vibration after a spring shop lifted the rear an inch to level the truck. They set up pinion shims however recycled old U bolts. Within weeks, the axle rotated under load, pushing the pinion angle out by roughly 3 degrees. The truck ate two rear U-joints and a carrier bearing in less than 10,000 miles. The fix was easy, not inexpensive. We reset the angles, set up fresh Custom U Bolts sized for the taller stack, and replaced the rear shaft with a 5 inch tube to get a little more headroom on crucial speed. Peaceful ever since. The lesson repeats: you do not set angles as soon as and forget them. You lock them down with correct clamping force and proper hardware, then you recheck after the first thousand miles.

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

Every excellent driveline is backed by great bolts. For strap yokes, constantly use the specified strap and matched bolts. For full-round yokes, clean the threads, apply the manufacturer-approved threadlocker if required, and

torque in a criss-cross pattern. Painted yokes may look neat, however paint between cap and yoke ear is a creep course. Strip paint where parts seat.

Flange bolts are another trap. Various flanges require different lengths, shoulder diameters, and thread pitches. Mixing a metric bolt in an inch-thread yoke because it felt close is a quick method to remove a bore at roadside. Keep identified bins and match by part number, not eyeball. It sounds like standard shopkeeping since it is, and it avoids rework.



Shop workflow that respects cause and effect

When we construct or rebuild a sturdy shaft, we follow a repeatable, tight process. The order matters, due to the fact that each action feeds the next and avoids compensating for earlier mistakes.

- Inspect and measure at trip height, record angles, and mark phasing. Identify the original complaint.
- Choose tube size, yokes, and U-joint series for torque, length, and critical speed margins.
- Fit, tack, and real on the bench, correcting runout with a dial indicator before last weld.
- Straighten as needed, then dynamically balance at or near expected operating rpm.
- Install with proper hardware, set carrier height and pinion angle, torque fasteners, and road test under load.

That fifth action gets avoided more than individuals admit. A fast loop around the block is not a test. Discover a route where you can strike the speeds and loads that produced the initial complaint. Use a known-good stretch of roadway. If you remain 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 issues, however the layout 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 carrier a little to wake the front joint, then counter that angle in the rear geometry to keep the whole system pleased. When space is tight at the transmission, a compact slip near the midship rather than at the transmission can buy clearance.

Double cardan joints, often called CVs, appear where angle is high at one end. They can perform at bigger angles more efficiently than a single joint, however they are not a cure-all. They add 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 risks. They see high angles at low engine speed during work cycles where the operator is focused on hydraulics, not the truck. I have actually 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 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 clean. 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 range. At the slip, include grease till 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 during service. Any roughness, sound, or axial play is a caution. The rubber support should look uncracked and firm. A sagging support changes angles enough to present 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 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 compromise with the wrong hardware under time pressure.

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

A straightforward sturdy rebuild with new U-joints and a balance might land in the 400 to 700 dollar variety 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 genuine dollars, however so is a tow and a missed out on delivery. If the initial shaft lived near its limitations on tube OD, joint series, or vital speed, invest the extra to upsize now. I track returns. Almost each time somebody tried to save a couple of hundred bucks by keeping limited tube on a long shaft, we saw the truck again for a balance renovate or a carrier swap within months.

Installation subtlety that prevents do-overs

Before the new or rebuilt shaft goes in, 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 directly, tap them with a brass drift to settle the needles, then torque slowly in series. Turn the shaft after each cap to feel for binding. If a cap binds, pull it back apart and inspect that all needles remained upright. Simply one needle tipped on its side will feel fine in the shop 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 operating angles at trip height, and tape-record them. Those numbers become

your standard 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 wed. If you raise or level a leaf-spring truck, fix the pinion angle with correct shims and lock it down with Custom U Bolts cut to the correct 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 issue. 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 performing at speed on a chassis dyno. Loose clothing and spinning shafts do not mix. On road tests, select paths where you can hold consistent speeds. If you have access to a tri-axial accelerometer or an easy phone-based vibration app installed securely, log a baseline. A light, sharp vibration increasing with speed indicate balance. A slow, heavy thump under acceleration points towards joint or angle. If you can not replicate the problem, do not hand back the truck and hope. Verify under the conditions the chauffeur actually sees.

The bottom line for trusted drivelines

Custom driveline fabrication is equal parts measurement discipline, component choice, and attention to small 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 remain well clear of vital 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 slow creep of issues that turn into big invoices.

When you do it right, the outcome is not significant. The mirrors stop shaking, the floorboard goes peaceful, and the motorist stops thinking about the driveline entirely. 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](#)

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