

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 constant 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 journeys from the floorboard to the mirror stalks, U-joints scar themselves to death, and gears start to chatter. Getting a custom driveline constructed or repaired is not a high-end item for program trucks. It is core reliability work, the type of attention that keeps a fleet's expense 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 torch. I have enjoyed experienced producers tack, check, and fix a shaft 3 times just to claw back a couple of thousandths of runout, due to the fact that they understood that sloppiness here shows up later on at 65 miles per hour as heat in a cheap carrier bearing. The information pay off.

Start with the issue, not the parts

It is appealing to leap to new yokes and thicker tube, however the best custom driveline work starts with a clear diagnosis. Not all vibrations point to the very same repair. A rumble that rises with roadway speed often traces to shaft balance, tire or wheel concerns, or a bent tube. A pulsing under heavy throttle at low speed can be U-joint brinelling, worn slip splines, or a bad provider bearing. A harmonic that peaks near a particular highway speed hints at an important speed issue. Getting orientation from those patterns conserves cash and steers every choice that follows, from tube size to joint series to whether you split a long single shaft into a two-piece with a midship bearing.

I keep notes from test drives. Develop 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 construct specification as much as any measurement.

Measure for fitment like it is aerospace

A durable shaft that is the incorrect length, or the best length with the wrong operating angle, is still a failure. Set ride height initially, with the truck as it will live when working. Air suspensions must be at normal driving height. Lifted leaf trucks ought to have pinion angle set where it belongs, locked down with correct hardware. This is where Custom U Bolts show up in the real world. If you use shims under leaf springs to correct pinion angle, those shims alter the stack height, and you need longer U bolts with full thread engagement and appropriate torque. Sloppy securing lets the axle turn under load, which eliminates U-joints and splines.



For measurements, be exact and constant. Tail real estate flange to pinion flange is the typical baseline, but combined flange patterns or half-round yokes alter how you measure and what adapters you might require. Note pilot diameters, bolt circle sizes, 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 complicates balance and service.

A couple of crucial figures direct length: go for mid-travel at the slip when the truck sits at trip height. Leave enough plunge for full suspension compression without bottoming, and enough extension for droop without shaft pullout. On long wheelbase tandems, that can be an inch or [custom U bolts](#) more each method, depending on 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 mistake. Correct it.

Here is a compact checklist I utilize before dedicating to tube size or yokes:

- Driveline length at ride 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 readily 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 mathematics, not guesswork

Most heavy-duty drivelines utilize DOM steel tube, often 1020 or 1026. Wall thickness normally 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, shows up in extreme duty or high rpm environments but is not common in professional trucks due to the fact that the expense hardly ever purchases proportional benefit 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 earnings. For most fleets, stout steel pages the bills.

Bigger tube increases bending stiffness and raises vital speed, however it alters 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 roughly 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 television, split the shaft with a carrier, or change ratio if your usage case permits it.

Weld yokes and midship stubs need to match television size and wall so the weld joint has even heat input and consistent strength. You want a tidy V-groove, consistent feed, and full penetration without burn-through shoulders. Many stores will pre-heat 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 indicated runout. The target is usually under 0.010 inch TIR on television 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 equipment choice

Pick U-joint series based on torque and joint angle, not what was on the rack. Common durable series include 1710, 1760, 1810, and 1880. Capacity varies with operating angle and lubrication, but as a rough guide, moving from 1710 to 1810 is a meaningful jump 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 better. Do not mix strap bolts across brand names. Bolt length, shoulder, and thread pitch differ, and the wrong bolt provides a false sense of clamp. The majority of 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque variety. Constantly validate from the yoke maker's spec sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft need to rest on the exact 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 modifications in foreseeable ways to cancel velocity ripple across the carrier. If you are not certain, set the assistance angles, then search for the proper clocking for the specific plan. 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 performs at precisely zero degrees never ever rotates its needles, which chews flats in the bearings, then grows vibration under light load. Go for 1 to 3 degrees of running angle at each joint on a single shaft, with the transmission output and pinion angles equal and opposite within approximately half a degree. That range keeps the needles alive without developing a big sine-wave in speed.

Two-piece shafts follow similar logic but include the provider. Set the carrier bracket so that the front and rear areas each live in a comfy angle window. Try to keep the front shaft short and stiff to press crucial speed higher. On long wheelbase tractors, splitting the total length into a front shaft around 40 inches and a rear that matches the axle spacing frequently keeps both within safe rpm.

Carrier bearings are worthy of real installing. 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 task. Mount the carrier on clean, flat steel, and shim to set height instead of slotting holes. If you change height, reconsider angles at every joint.



Balancing and critical speed: know your numbers

A heavy-duty shaft should be dynamically balanced at a speed that represents how it will live. Shops differ in approach, however balancing at or above the shaft's expected highway rpm gives the very best read. Including weights to strike absolutely no is not the objective if television or yokes are not directly. Correct gross runout first, then balance. A common heavy truck shaft can be balanced to a residual level in the neighborhood of a few gram-inches, frequently tighter on shorter, stiffer pieces. If a shop 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 thrilled. Long, thin shafts hit it at remarkably low speeds. Here is a useful method to think of it. Suppose 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 critical may relax 3,000 to 3,200 rpm depending upon end constraints and material. With 4.10 gears and 11R22.5 tires, shaft rpm at 65 miles per hour might be roughly 2,700 to 2,900 rpm. That margin is narrow. Strike a downhill at 72 miles per hour and you might kiss the mode, feel a buzz, and enjoy carrier life diminish. 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 smart trade.

Repair and rebuild: when to save and when to begin fresh

A harmed 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 serious rust pitting. Bonded yokes with extended strap threads or stressing on the cap bores be worthy of 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 rather than chasing a compromise.

U-joints present a clear option. Greaseable joints buy you examination and purge ability, at the expense of somewhat smaller cross sections and the threat that someone over-pressurizes a seal and drives grit within. Sealed, non-greaseable joints offer higher static strength and better sealing for fleets that do not trust grease

schedules. I have actually spec'd sealed joints for winter salt states where salt water eats everything, but I am stringent about inspection intervals.

Heat marks on the cross, bad cap fits, and brinelled needles validate replacement. Resist the routine of switching 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 an employment 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 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 carrier bearing in less than 10,000 miles. The repair was easy, not inexpensive. We reset the angles, set up fresh Custom U Bolts sized for the taller stack, and changed the rear shaft with a 5 inch tube to get a little more headroom on crucial speed. Quiet since. The lesson repeats: you do not set angles when and forget them. You lock them down with proper securing force and appropriate hardware, then you recheck after the first thousand miles.

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

Every good driveline is backed by great bolts. For strap yokes, always use the defined strap and matched bolts. For full-round yokes, tidy the threads, apply 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 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 fast method to strip a bore at roadside. Keep identified bins and match by part number, not eyeball. It seems like fundamental shopkeeping since 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 compensating for earlier mistakes.

- Inspect and measure at trip height, record angles, and mark phasing. Detect the original 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 carrier height and pinion angle, torque fasteners, and road test under load.

That fifth step gets avoided more than people confess. A quick loop around the block is not a test. Discover a route where you can hit 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 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 no degrees, you can angle the provider

somewhat to wake the front joint, then counter that angle in the rear geometry to keep the entire system delighted. When space is tight at the transmission, a compact slip near the midship instead of at the transmission can buy clearance.

Double cardan joints, typically called CVs, appear 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 include length and cost, and they focus use in more parts. Use them when you need to clear crossmembers, PTOs, or nonstandard ride heights, and make certain 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 during work cycles where the operator is focused on hydraulics, not the truck. I have seen PTO shafts with ideal balance still stop working due to the fact that the operator let them chatter at high angle for hours feeding a pump. Specification the joint series up a notch for PTO task if the angle is high, and educate the crew about rpm and angle limits.

Maintenance that really avoids failure

Grease schedules wander in the real life. Set periods 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 roads, or in off-road logging, shorten that to 2,500 miles or perhaps weekly. Use an NLGI 2 lithium complex grease that matches your temperature level range. At the slip, include grease up until you see fresh item at the seal, then stop. If the slip has a purge plug, fracture it while greasing and retighten after fresh grease presses through. Over-greasing can blow seals and trap grit.

Carrier bearings deserve a feel test. Spin them by hand during service. Any roughness, sound, or axial play is a caution. The rubber support need to look uncracked and company. A sagging support changes 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 extra Truck Parts on hand, from typical U-joint packages 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

A straightforward durable rebuild with new U-joints and a balance might land in the 400 to 700 dollar range depending upon series and shop rates. Add a new slip spline and yokes, and you are 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 delivery. If the initial shaft lived near its limits on tube OD, joint series, or crucial speed, invest the additional to upsize now. I track resurgences. Almost every time someone attempted to conserve a few hundred bucks by keeping minimal tube on a long shaft, we saw the truck once again for a balance renovate or a carrier swap within months.

Installation subtlety that prevents do-overs

Before the new or rebuilt shaft enters, clean up the flange deals with. Rust and paint flake will crush under torque and unwind 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. Turn the shaft after each cap to feel for binding. If a cap binds, pull it back apart and inspect that all needles stayed upright. Simply one needle tipped on its side will feel fine in the store and stop working in service.

Set the provider height using shims instead of prying on slotted holes. Validate that the rubber is not pre-loaded into a twist. Reconsider running angles at ride height, and tape-record them. Those numbers become your standard when somebody brings the truck back 3 months later on 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 married. If you raise or level a leaf-spring truck, fix the pinion angle with appropriate shims and lock it down with Custom U Bolts cut to the right length, not reused 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 just a traction problem. It is a U-joint killer. Correct clamping keeps the angles you measured 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 clothing and spinning shafts do not blend. On road tests, choose paths where you can hold constant speeds. If you have access to a tri-axial accelerometer or a simple phone-based vibration app mounted securely, log a baseline. A light, sharp vibration increasing with speed indicate balance. A sluggish, heavy thump under acceleration points towards joint or angle. If you can not duplicate the grievance, do not hand back the truck and hope. Validate under the conditions the driver really sees.

The bottom line for trusted drivelines

Custom driveline fabrication is equivalent parts measurement discipline, component 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 critical speed, and balance at representative rpm, the truck will feel settled. Pair that with the best fasteners, from flange bolts to Custom U Bolts where suspension work touches pinion angle, and you avoid the slow creep of issues that turn into big invoices.

When you do it right, the result is not dramatic. The mirrors stop shaking, the floorboard goes quiet, 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
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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](#)

After visiting [Skinner Butte Park](#), truck owners and fleet managers nearby often rely on trusted Drivelines service, Custom U Bolts fabrication, and dependable Truck Parts to keep their vehicles running smoothly.