

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 peaceful even under torque. When it is wrong, the shake travels from the floorboard to the mirror stalks, U-joints scar themselves to death, and equipments start to chatter. Getting a custom driveline developed or repaired is not a luxury item for show trucks. It is core dependability work, the sort of attention that keeps a fleet's cost per mile within projection and prevents roadside calls that happen at the worst time.

This is a trade where numbers matter as much as the torch. I have viewed competent fabricators tack, check, and remedy a shaft 3 times simply to claw back a couple of thousandths of runout, due to the fact that they knew that sloppiness here shows up later on at 65 mph as heat in a low-cost provider bearing. The details pay off.

Start with the issue, not the parts

It is tempting 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 same repair. A rumble that increases with road speed typically 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 carrier bearing. A harmonic that peaks near a specific highway speed mean a vital speed issue. Getting orientation from those patterns conserves cash and guides 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 gear, 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 durable shaft that is the wrong length, or the best length with the incorrect operating angle, is still a failure. Set trip height first, with the truck as it will live when working. Air suspensions should be at regular driving height. Lifted leaf trucks must have pinion angle set where it belongs, locked down with appropriate hardware. This is where Custom U Bolts appear 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 complete thread engagement and proper torque. Sloppy clamping lets the axle rotate under load, which eliminates U-joints and splines.

For measurements, be accurate and consistent. Tail housing flange to pinion flange is the common baseline, however blended flange patterns or half-round yokes alter how you determine and what adapters you might need. Note pilot sizes, bolt circle diameters, and spline count at the slip. On heavy trucks I still see 3 different yoke sizes on the exact same vehicle: 1710 at the transmission, 1760 midship, and 1810 at the axle. Mixing these inadvertently makes complex balance and service.

A few key figures assist length: aim for mid-travel at the slip when the truck sits at trip height. Leave enough 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 back must be timed correctly to cancel speed variations. If the truck showed up with a misphased shaft, do not copy the error. Proper it.

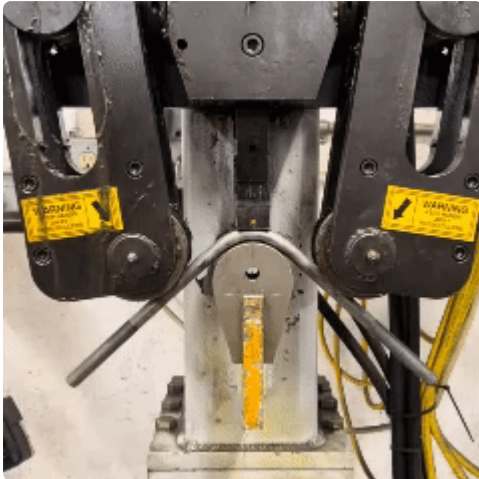
Here is a compact list I use before committing to tube size or yokes:

- Driveline length at trip 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 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 durable drivelines utilize DOM steel tube, frequently 1020 or 1026. Wall density typically falls between 0.120 and 0.188 inch, with outside sizes of 3.5 to 6 inches depending on torque and length. Chromoly, like 4130, appears in serious responsibility or high rpm environments however is not typical in trade trucks since the expense seldom buys proportional benefit for the rpm range. Aluminum shafts have weight benefits, however in heavy service they can trade dent resistance and long-lasting toughness for a weight number that does not change revenue. For most fleets, stout steel pages the bills.



Bigger tube increases bending stiffness and raises critical speed, but 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 approximately 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are estimate, not a replacement for estimation. If you are within a couple of hundred rpm of your cruise shaft speed, do not gamble. Modification television, split the shaft with a carrier, or change 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 consistent strength. You desire a tidy V-groove, stable feed, and full penetration without burn-through shoulders. The majority of stores will preheat heavier sections and surface with a correcting pass before balance. A driveline that looks straight to the eye can still reveal 0.020 inch overall showed runout. The target is normally 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 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 consist of 1710, 1760, 1810, and 1880. Capability varies with operating angle and lubrication, but 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 better. Do not blend strap bolts throughout brand names. Bolt length, shoulder, and thread pitch differ, and the wrong bolt offers an incorrect sense of clamp. Many 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque range. Constantly verify 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 exact same plane. 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 changes in predictable methods to cancel velocity ripple throughout the provider. If you are not particular, set the assistance angles, then search for the appropriate clocking for the particular plan. An incorrect guess shows up on the first test drive.

Angles, carrier bearings, and why one degree can matter

U-joints like to move. A joint that runs at precisely zero 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 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 creating a big sine-wave in speed.

Two-piece shafts follow similar logic but add the carrier. Set the provider bracket so that the front and rear sections each live in a comfy angle window. Attempt to keep the front shaft brief and stiff to push crucial speed higher. On long wheelbase tractors, splitting the general length into a front shaft around 40 inches and a back that matches the axle spacing typically keeps both within safe rpm.

Carrier bearings are worthy of real installing. A soft or cracked rubber support, a bent bracket, or a frame crossmember that can flex 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 durable shaft should be dynamically stabilized at a speed that represents how it will live. Shops vary in method, however balancing at or above the shaft's anticipated highway rpm provides the very best read. Adding weights to hit no is not the objective if television or yokes are not directly. Right gross runout initially, then balance. A common heavy truck shaft can be stabilized to a residual level in the area of a few gram-inches, typically tighter on much shorter, stiffer pieces. If a shop needs to stack a handful of slugs around the area, you likely missed out on a correcting the alignment of step.

Critical speed is the rpm where the shaft's first andersonbrotherste.com truck parts bending mode gets thrilled. Long, thin shafts struck it at surprisingly low speeds. Here is a useful method to consider it. Expect a tandem dump uses a single rear shaft measuring about 72 inches of exposed tube, 5 inch OD, 0.125 wall. That shaft's first crucial may relax 3,000 to 3,200 rpm depending on end constraints and material. 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 might kiss the mode, feel a buzz, and view provider life shrink. Splitting into a two-piece with a midship bearing raises the vital speeds and smooths the cabin. You pay in included parts and a little upkeep, but 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 true a bent tube, though the success window closes if it has a deep damage, a kink, or severe rust pitting. Welded yokes with extended strap threads or fretting on the cap tires deserve replacement. Slip splines with noticeable 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 rather than chasing a compromise.

U-joints present a clear option. Greaseable joints purchase you inspection and purge ability, at the cost of a little smaller cross sections and the risk that somebody over-pressurizes a seal and drives grit inside. Sealed, non-greaseable joints provide higher 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 eats whatever, but I am stringent about inspection intervals.

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

A field story about angles and hardware

We had a vocational International come in with a deep throttle vibration after a spring shop raised the rear an inch to level the truck. They set up pinion shims but reused old U bolts. Within weeks, the axle turned under load, pressing the pinion angle out by roughly 3 degrees. The truck ate 2 rear U-joints and a provider bearing in less than 10,000 miles. The repair was basic, not cheap. We reset the angles, installed fresh Custom U Bolts sized for the taller stack, and changed the rear shaft with a 5 inch tube to get a bit more headroom on crucial speed. Peaceful since. The lesson repeats: you do not set angles once and forget them. You lock them down with correct securing force and proper 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 good bolts. For strap yokes, constantly utilize the defined strap and matched bolts. For full-round yokes, clean the threads, apply the manufacturer-approved threadlocker if called for, and torque in a criss-cross pattern. Painted yokes might look tidy, but paint between cap and yoke ear is a creep path. Strip paint where parts seat.

Flange bolts are another trap. Various flanges call for various lengths, shoulder diameters, and thread pitches. Blending 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 because it is, and it prevents rework.

Shop workflow that appreciates cause and effect

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

- Inspect and procedure at ride 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, fixing runout with a dial indication before last weld.
- Straighten as required, then dynamically balance at or near anticipated operating rpm.
- Install with appropriate hardware, set provider height and pinion angle, torque fasteners, and roadway test under load.

That 5th step gets skipped more than people admit. A quick loop around the block is not a test. Find a path where you can hit the speeds and loads that produced the initial problem. Use a known-good stretch of road. 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, but the design matters. You want the geometry such that each joint works within that friendly 1 to 3 degree window. Sometimes product packaging requires a compromise. If your front shaft would sit near absolutely no degrees, you can angle the provider a little to wake the front joint, then counter that angle in the rear geometry to keep the entire system 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, appear where angle is high at one end. They can perform at bigger angles more smoothly than a single joint, however they are not a cure-all. They add length and expense, and they concentrate use in more parts. Use them when you need to clear crossmembers, PTOs, or nonstandard ride heights, and make certain 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 throughout work cycles where the operator is focused on hydraulics, not the truck. I have seen PTO shafts with perfect 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 team about rpm and angle limits.

Maintenance that actually prevents failure

Grease schedules drift in the real world. Set intervals in miles or hours and anchor them to the heaviest service in your fleet, not the lightest. For the majority of heavy trucks with greaseable joints, a 5,000 to 10,000 mile period works if the environment is tidy. In mines, on salted winter season roadways, or in off-road logging, reduce 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 until 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 pushes 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, sound, or axial play is a warning. The rubber support must look uncracked and company. A drooping support modifications 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. Change bolts that have been heat-stretched or necked down. Keep spare Truck Parts on hand, from typical U-joint sets to straps and flange bolts, so you do not compromise with the incorrect 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 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 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, but so is a tow and a missed shipment. If the original shaft lived near its limitations on tube OD, joint series, or important speed, invest the additional to upsize now. I track returns. Almost every time somebody tried to conserve a few hundred dollars by keeping marginal tube on a long shaft, we saw the truck again for a balance redo or a carrier swap within months.

Installation nuance that prevents do-overs

Before the new or reconstructed shaft goes in, clean up the flange faces. Rust and paint flake will crush under torque and relax the joint. Center the shaft on pilots rather than requiring bolts to center it. On half-round yokes, seat the caps directly, tap them with a brass drift to settle the needles, then torque gradually in series. Rotate the shaft after each cap to feel for binding. If a cap binds, pull it back apart and inspect that all needles remained upright. Just one needle tipped on its side will feel fine in the shop and stop working in service.

Set the carrier height using shims rather than prying on slotted holes. Validate that the rubber is not pre-loaded into a twist. Recheck operating angles at trip height, and tape them. Those numbers become your standard when someone 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 wed. If you lift or level a leaf-spring truck, repair the pinion angle with correct shims and lock it down with Custom U Bolts cut to the appropriate length, not reused hardware with over-stretched threads. Torque them in phases, cross-pattern, and retorquer after the first 100 to 200 miles. Axle wrap under torque is not just a traction issue. It is a U-joint killer. Appropriate clamping keeps the angles you determined in the store alive on the road.

Safety and test validation

Use ranked stands and chocks when you are under a truck running at speed on a chassis dyno. Loose clothing and spinning shafts do not blend. On roadway tests, pick routes 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 standard. A light, sharp vibration rising with speed indicates balance. A slow, heavy thump under acceleration points towards joint or angle. If you can not duplicate the grievance, do not hand back the truck and hope. Verify under the conditions the driver in fact sees.

The bottom line for trustworthy drivelines

Custom driveline fabrication is equal parts measurement discipline, element option, and attention to little tolerances that intensify at speed. If you set angles within a tight window, choose 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 ideal fasteners, from flange bolts to Custom U Bolts where suspension work touches pinion angle, and you prevent the sluggish creep of problems that become big invoices.

When you do it right, the result is not remarkable. The mirrors stop shaking, the floorboard goes quiet, and the chauffeur stops thinking about the driveline totally. That is the objective. In a heavy truck, no news from the shaft is excellent news.

Anderson Brothers Truck & Equipment is located in Eugene, Oregon

Anderson Brothers Truck & Equipment was founded in 1949

Anderson Brothers Truck & Equipment serves commercial truck owners

Anderson Brothers Truck & Equipment serves fleet operators

Anderson Brothers Truck & Equipment provides heavy-duty truck parts

Anderson Brothers Truck & Equipment provides truck equipment repair services

Anderson Brothers Truck & Equipment specializes in driveline fabrication

Anderson Brothers Truck & Equipment performs driveline repair

Anderson Brothers Truck & Equipment offers custom U-bolt bending

Anderson Brothers Truck & Equipment manufactures custom U-bolts
Anderson Brothers Truck & Equipment sells new truck parts
Anderson Brothers Truck & Equipment sells used truck parts
Anderson Brothers Truck & Equipment maintains heavy-duty trucks
Anderson Brothers Truck & Equipment repairs truck transmissions
Anderson Brothers Truck & Equipment repairs truck differentials
Anderson Brothers Truck & Equipment supports the trucking industry
Anderson Brothers Truck & Equipment operates in Lane County, Oregon
Anderson Brothers Truck & Equipment provides parts delivery services
Anderson Brothers Truck & Equipment supplies components for heavy equipment
Anderson Brothers Truck & Equipment serves customers in Eugene and Springfield, Oregon
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Anderson Brothers Truck & Equipment has 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.