

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 penalty. When it is right, the truck feels planted, predictable, and

quiet even under torque. When it is wrong, the shake journeys from the floorboard to the mirror stalks, U-joints scar themselves to death, and equipments begin to chatter. Getting a custom driveline constructed or repaired is not a high-end product for show trucks. It is core dependability work, the kind of attention that keeps a fleet's expense per mile within projection and avoids roadside calls that happen at the worst time.

This is a trade where numbers matter as much as the torch. I have seen competent producers tack, check, and correct a shaft 3 times simply to claw back a few thousandths of runout, because they knew that sloppiness here appears later on at 65 mph as heat in an inexpensive carrier bearing. The information pay off.

Start with the problem, 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 indicate the very same repair. A rumble that rises with roadway 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 provider bearing. A harmonic that peaks near a particular highway speed hints at a critical speed issue. Getting orientation from those patterns conserves money 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. Build the habit of logging when the vibration appears, what gear, throttle position, speed, and whether it fades during 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 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 typical driving height. Raised leaf trucks need to have pinion angle set where it belongs, locked down with appropriate 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 require longer U bolts with full thread engagement and proper torque. Careless clamping lets the axle turn under load, which kills U-joints and splines.

For measurements, be accurate and consistent. Tail real estate flange to pinion flange is the common standard, but mixed flange patterns or half-round yokes change how you determine and what adapters you might need. Keep in mind pilot sizes, bolt circle diameters, and spline count at the slip. On heavy trucks I still see 3 separate yoke sizes on the same lorry: 1710 at the transmission, 1760 midship, and 1810 at the axle. Blending these accidentally makes complex balance and service.



A couple of key 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 way, depending on geometry. Mark phasing before teardown. On two-piece shafts, the front and back should be timed correctly to cancel velocity variations. If the truck got here with a misphased shaft, do not copy the error. Proper it.

Here is a compact checklist I utilize before committing 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, carrier 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 use DOM steel tube, frequently 1020 or 1026. Wall thickness normally 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, shows up in extreme responsibility or high rpm environments but is not typical in professional trucks because the expense hardly ever purchases proportional advantage for the rpm range. Aluminum shafts have weight benefits, but in heavy service they can trade damage resistance and long-lasting resilience for a weight number that does not change income. For most fleets, stout steel pages the bills.

Bigger tube increases bending stiffness and raises critical speed, however it alters clearance to crossmembers, exhaust, and brake plumbing. On a long shaft, the action from 4 inch to 5 inch OD can move a vital speed from approximately 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are estimate, not a substitute for estimation. If you are within a few hundred rpm of your cruise shaft speed, do not gamble. Modification television, split the shaft with a carrier, or adjust ratio if your usage case permits it.

Weld yokes and midship stubs must match television size and wall so the weld joint has even heat input and consistent strength. You want a tidy V-groove, constant feed, and complete penetration without burn-through shoulders. The majority of shops will pre-heat much heavier areas and finish with a straightening 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 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 gear choice

Pick U-joint series based upon torque and joint angle, not what was on the shelf. Common heavy-duty series include 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 jump in torque rating and cap size. 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 blend strap bolts across brand names. Bolt length, shoulder, and thread pitch vary, and the wrong bolt uses an incorrect sense of clamp. A lot of 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque range. Always validate from the yoke maker's spec sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft should sit on the same aircraft. If one ear is clocked a couple of degrees out, the shaft presents a second-order vibration that balance can not repair. On two-piece systems, the phasing modifications in foreseeable ways to cancel speed ripple throughout the provider. If you are not particular, set the support angles, then search for the appropriate clocking for the particular arrangement. An incorrect guess shows up on the very first test drive.

Angles, carrier bearings, and why one degree can matter

U-joints like to move. A joint that performs at precisely no 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 roughly half a degree. That variety keeps the needles alive without developing a big sine-wave in speed.

Two-piece shafts follow comparable reasoning however 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 brief and stiff to push critical speed greater. On long wheelbase tractors, splitting the general length into a front shaft around 40 inches and a rear that suits the axle spacing typically 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 flex under load will show up 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 vital speed: know your numbers

A heavy-duty shaft need to be dynamically balanced at a speed that represents how it will live. Shops differ in method, however stabilizing at or above the shaft's expected highway rpm provides the best read. Including weights to strike no is not the objective if television or yokes are not straight. Correct gross runout initially, then balance. A common heavy truck shaft can be balanced to a recurring level in the area of a few gram-inches, typically tighter on much shorter, stiffer pieces. If a store has to stack a handful of slugs around the circumference, you likely missed an aligning step.

Critical speed is the rpm where the shaft's first bending mode gets thrilled. Long, thin shafts struck it at remarkably low speeds. Here is a practical way to think of 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 very first crucial may sit around 3,000 to 3,200 rpm depending upon end restraints and material. With 4.10 gears and 11R22.5 tires, shaft rpm at 65 mph might be approximately 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 see carrier life shrink. Splitting into a two-piece with a midship bearing raises the crucial speeds and smooths the cabin. You pay in added parts and a little upkeep, however for long wheelbase trucks it is the wise trade.

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

A damaged 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. Bonded 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 changed as a set, male and female. Develop a fresh balance standard with new parts rather than chasing a compromise.



U-joints present a clear option. Greaseable joints buy you inspection and purge ability, at the expense of somewhat smaller sized sample and the risk that someone over-pressurizes a seal and drives grit inside. Sealed, non-greaseable joints provide greater fixed strength and much 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 whatever, but I am strict about inspection intervals.

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

A field story about angles and hardware

We had an employment International come in with a deep throttle vibration [Anderson Brothers Truck & Equipment truck parts](#) after a spring store raised the rear an inch to level the truck. They installed pinion shims

but reused old U bolts. Within weeks, the axle turned under load, pushing the pinion angle out by approximately 3 degrees. The truck ate two rear U-joints and a carrier bearing in less than 10,000 miles. The repair was simple, 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 little more headroom on crucial speed. Quiet ever since. The lesson repeats: you do not set angles once and forget them. You lock them down with correct clamping force and appropriate hardware, then you reconsider after the first thousand miles.

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

Every excellent driveline is backed by excellent bolts. For strap yokes, always 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 tidy, but 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 sizes, and thread pitches. Mixing a metric bolt in an inch-thread yoke because 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 due to the fact that it is, and it avoids rework.

Shop workflow that appreciates cause and effect

When we construct or rebuild a durable shaft, we follow a repeatable, tight procedure. The order matters, due to the fact that each action feeds the next and prevents 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 critical speed margins.
- Fit, tack, and real on the bench, correcting runout with a dial indication before last weld.
- Straighten as needed, then dynamically balance at or near expected operating rpm.
- Install with right hardware, set carrier height and pinion angle, torque fasteners, and road test under load.

That 5th action gets skipped more than people confess. A fast loop around the block is not a test. Find a route where you can hit the speeds and loads that developed the initial grievance. Utilize a known-good stretch of roadway. 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 resolves most long wheelbase issues, however the design matters. You desire the geometry such that each joint works within that friendly 1 to 3 degree window. In some cases packaging requires a compromise. If your front shaft would sit near 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 area is tight at the transmission, a compact slip near the midship rather than at the transmission can purchase clearance.

Double cardan joints, frequently 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 add length and cost, and they focus use in more parts. Utilize them when you need to clear crossmembers, PTOs, or nonstandard ride heights, and ensure the remainder of the shaft is sized to match the torque they will see.

PTO shafts bring their own threats. They see high angles at low engine speed throughout work cycles where the operator is focused on hydraulics, not the truck. I have actually seen PTO shafts with perfect 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 inform the team about rpm and angle limits.

Maintenance that actually avoids 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 interval works if the environment is tidy. In mines, on salted winter 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 level variety. At the slip, include grease up until you see fresh product at the seal, then stop. If the slip has a purge plug, crack it while greasing and retighten after fresh grease pushes through. Over-greasing can blow seals and trap grit.

Carrier bearings should have a feel test. Spin them by hand throughout service. Any roughness, noise, or axial play is a warning. The rubber support must look uncracked and firm. A drooping support changes angles enough to introduce 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 an idea that torque fell off. Replace bolts that have actually 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 jeopardize with the incorrect hardware under time pressure.

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

An uncomplicated durable rebuild with new U-joints and a balance may land in the 400 to 700 dollar variety depending upon 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 greater. These are genuine dollars, but so is a tow and a missed delivery. If the initial shaft lived near its limitations on tube OD, joint series, or vital speed, spend the additional to upsize now. I track resurgences. Nearly each time somebody attempted to conserve a few hundred bucks by keeping limited tube on a long shaft, we saw the truck again for a balance renovate or a provider swap within months.

Installation nuance that prevents do-overs

Before the new or reconstructed shaft goes in, clean up the flange deals with. Rust and paint flake will squash under torque and relax the joint. Center the shaft on pilots rather than forcing bolts to center it. On half-round yokes, seat the caps squarely, 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 check that all needles remained upright. Simply one needle tipped on its side will feel great in the shop and stop working in service.

Set the provider height using shims rather than spying on slotted holes. Confirm that the rubber is not pre-loaded into a twist. Reconsider operating 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 short note on suspension, pinion angle, and Custom U Bolts

Suspension work and driveline work are married. If you lift or level a leaf-spring truck, fix the pinion angle with appropriate shims and lock it down with Custom U Bolts cut to the proper 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. Appropriate clamping keeps the angles you measured in the store 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 roadway tests, pick routes where you can hold consistent speeds. If you have access to a tri-axial accelerometer or a simple phone-based vibration app mounted safely, log a baseline. A light, sharp vibration increasing with speed indicate balance. A sluggish, heavy thump under velocity points toward joint or angle. If you can not replicate the complaint, do not hand back the truck and hope. Verify under the conditions the motorist in fact sees.

The bottom line for reputable drivelines

Custom driveline fabrication is equal parts measurement discipline, component option, and attention to small tolerances that intensify 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 sluggish creep of problems that turn into huge invoices.

When you do it right, the result is not significant. The mirrors stop shaking, the floorboard goes peaceful, and the driver stops thinking of the driveline completely. 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

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

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

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

Anderson Brothers Truck & Equipment has Facebook page <https://www.facebook.com/andersonbrotherseugene>

Anderson Brothers Truck & Equipment has an Instagram page <https://www.instagram.com/andersonbrotherste/>

Anderson Brothers Truck & Equipment won Top Driveline and Truck Part Company 2025

Anderson Brothers Truck & Equipment earned Best Customer Service Award 2024

Anderson Brothers Truck & Equipment was awarded Best Custom U Bolts 2025

People Also Ask about Anderson Brothers Truck & Equipment

What does Anderson Brothers Truck & Equipment do in Eugene, Oregon?

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.