

Business Name: Anderson Brothers Truck & Equipment

Address: 2640 State Hwy 99 N #1, Eugene, OR 97402

Phone: (541) 688-8686

Anderson Brothers Truck & Equipment

Anderson Brothers Truck & Equipment is a long-established truck parts and repair company located in Eugene, Oregon. Founded in 1949, the business has served the region for more than 70 years, building a reputation as a reliable source for heavy-duty truck parts, custom fabrication, and equipment repair. The company works with commercial vehicle owners, fleets, and equipment operators who need dependable parts and services to keep their trucks operating safely and efficiently.

A core focus of Anderson Brothers is providing specialized services for heavy-duty trucks and equipment. Their shop offers custom driveline fabrication and repair, helping customers build, rebuild, or balance drivelines for a wide range of applications. They also specialize in custom U-bolt bending and fabrication, producing precisely sized components for trucks and other heavy equipment. In addition, the company sells both new and used truck parts, stocking a large inventory and offering local delivery in the Eugene and Springfield areas.

Beyond parts sales, Anderson Brothers provides repair and maintenance services for truck components such as transmissions, differentials, and related systems. Their experienced team focuses on delivering practical, cost-effective solutions that help keep trucks and equipment running reliably. With decades of experience and a commitment to local service, Anderson Brothers Truck & Equipment continues to support the trucking and transportation industries throughout Eugene and surrounding communities.

[View on Google Maps](#)

2640 State Hwy 99 N #1, Eugene, OR 97402

Business Hours

- Monday: 7:30 AM–6 PM
- Tuesday: 7:30 AM–6 PM
- Wednesday: 7:30 AM–6 PM
- Thursday: 7:30 AM–6 PM
- Friday: 7:30 AM–6 PM
- Saturday: 8 AM–2 PM
- Sunday: Closed

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Heavy-duty trucks reside in a world of shock loads, steep grades, payload spikes, and long hours at consistent 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 gears start to chatter. Getting a custom driveline developed or fixed is not a high-end product for program trucks. It is core reliability work, the sort of attention that keeps a fleet's expense per mile within projection and prevents roadside calls that happen at the worst time.

This is a trade where numbers matter as much as the torch. I have viewed competent fabricators tack, check, and correct a shaft 3 times simply to claw back a couple of thousandths of runout, because they understood that sloppiness here appears 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 jump to new yokes and thicker tube, however the very best custom driveline work begins with a clear diagnosis. Not all vibrations indicate the very same repair. A rumble that increases with road speed often 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 specific highway speed mean a critical speed problem. Getting orientation from those patterns saves 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. Develop the practice 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 develop specification 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 initially, with the truck as it will live when working. Air suspensions ought to be at typical driving height. Lifted leaf trucks should 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 change the stack height, and you require longer U bolts with full thread engagement and correct torque. Careless securing lets the axle rotate under load, which eliminates U-joints and splines.

For measurements, be accurate and constant. Tail real estate flange to pinion flange is the typical baseline, but combined flange patterns or half-round yokes alter how you determine and what adapters you might require. Note pilot diameters, bolt circle diameters, and spline count at the slip. On heavy trucks I still see three separate yoke sizes on the exact same lorry: 1710 at the transmission, 1760 midship, and 1810 at the axle. Blending these unintentionally makes complex balance and service.

A couple of crucial figures guide length: go for mid-travel at the slip when the truck sits at ride height. Leave sufficient plunge for full suspension compression without bottoming, and enough extension for droop without shaft pullout. On long wheelbase tandems, that can be an inch or more each way, depending upon geometry. Mark phasing before teardown. On two-piece shafts, the front and back need to be timed properly to cancel velocity variations. If the truck arrived with a misphased shaft, do not copy the error. Proper it.

Here is a compact checklist I utilize before dedicating to tube size or [drivelines](#) 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 offered vs required, including seal land and stop-to-stop distances
- Frame installing points and rigidity for any carrier bearing or midship support

Materials and tube sizing are torque mathematics, not guesswork

Most durable drivelines utilize DOM steel tube, typically 1020 or 1026. Wall thickness normally falls between 0.120 and 0.188 inch, with outdoors sizes of 3.5 to 6 inches depending on torque and length. Chromoly, like 4130, appears in extreme duty or high rpm environments but is not common in occupation trucks since the expense seldom buys proportional advantage for the rpm variety. Aluminum shafts have weight benefits, but in heavy service they can trade damage resistance and long-term durability for a weight number that does not change profits. For a lot of fleets, stout steel pages the bills.

Bigger tube increases bending stiffness and raises vital speed, but it alters clearance to crossmembers, exhaust, and brake pipes. On a long shaft, the step from 4 inch to 5 inch OD can move an important speed from approximately 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are ballpark figures, not an alternative to computation. If you are within a few hundred rpm of your cruise shaft speed, do not gamble. Modification television, divided the shaft with a provider, or adjust ratio if your usage case enables it.

Weld yokes and midship stubs should match the tube size and wall so the weld joint has even heat input and consistent strength. You want a clean V-groove, steady feed, and complete penetration without burn-through shoulders. The majority of stores will preheat much heavier sections and surface with a correcting pass before balance. A driveline that looks straight to the eye can still reveal 0.020 inch total showed runout. The target is generally under 0.010 inch TIR on the tube 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 upon torque and joint angle, not what was on the shelf. Typical durable series include 1710, 1760, 1810, and 1880. Capability varies with running angle and lubrication, but as a rough guide, moving from 1710 to 1810 is a significant jump in torque score and cap diameter. 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 blend strap bolts throughout brand names. Bolt length, shoulder, and thread pitch vary, and the incorrect bolt provides an incorrect sense of clamp. A lot of 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque range. Constantly validate from the yoke maker's spec sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft must rest on the very same airplane. If one ear is clocked a couple of degrees out, the shaft presents a second-order vibration that balance can not fix. On two-piece systems, the phasing changes in predictable ways to cancel speed ripple throughout the provider. If you are not particular, set the assistance angles, then search for the correct clocking for the particular arrangement. A wrong guess shows up on the first test drive.



Angles, provider bearings, and why one degree can matter

U-joints like to move. A joint that runs at precisely absolutely 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 operating angle at each joint on a single shaft, with the transmission output and pinion angles equal and opposite within approximately half a degree. That variety keeps the needles alive without developing a huge sine-wave in speed.

Two-piece shafts follow comparable reasoning however add the provider. Set the provider bracket so that the front and rear areas each reside in a comfy angle window. Attempt to keep the front shaft brief and stiff to press important speed higher. On long wheelbase tractors, splitting the total length into a front shaft around 40 inches and a back that fits the axle spacing often keeps both within safe rpm.

Carrier bearings are worthy of genuine installing. A soft or broken rubber support, a bent bracket, or a frame crossmember that can bend under load will appear as oscillation that ruins a cautious balance job. Mount the provider on tidy, flat steel, and shim to set height instead of slotting holes. If you adjust height, recheck angles at every joint.

Balancing and critical speed: understand your numbers

A heavy-duty shaft should be dynamically stabilized at a speed that represents how it will live. Shops vary in method, but balancing at or above the shaft's anticipated highway rpm gives the best read. Adding weights to strike absolutely no is not the goal if television or yokes are not straight. Correct gross runout first, then balance. A normal heavy truck shaft can be balanced to a recurring level in the area of a few gram-inches, often tighter on much shorter, stiffer pieces. If a shop has to stack a handful of slugs around the area, you likely missed out on a correcting step.

Critical speed is the rpm where the shaft's first bending mode gets excited. Long, thin shafts hit it at remarkably low speeds. Here is a practical way to think about 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 critical might relax 3,000 to 3,200 rpm depending on end constraints and product. With 4.10 equipments 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 view provider life diminish. Dividing 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 clever trade.

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

A damaged shaft is not always a total loss. You can true a bent tube, though the success window closes if it has a deep dent, a kink, or serious rust pitting. Bonded 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 ought to be replaced as a set, male and woman. Construct a fresh balance baseline with new components rather than going after a compromise.

U-joints present a clear option. Greaseable joints purchase you examination and purge capability, at the expense of slightly smaller random sample and the threat that somebody over-pressurizes a seal and drives grit inside. Sealed, non-greaseable joints offer 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 salt water consumes whatever, but I am strict about examination intervals.

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

A field story about angles and hardware

We had a trade 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 however reused old U bolts. Within weeks, the axle turned under load, pressing the pinion angle out by roughly 3 degrees. The truck consumed 2 rear U-joints and a provider bearing in less than 10,000 miles. The repair was simple, not low-cost. 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. Peaceful ever since. The lesson repeats: you do not set angles when and forget them. You lock them down with correct clamping force and proper hardware, then you reconsider after the first thousand miles.

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

Every excellent driveline is backed by excellent bolts. For strap yokes, constantly use the defined strap and matched bolts. For full-round yokes, tidy the threads, use the manufacturer-approved threadlocker if called for, and torque in a criss-cross pattern. Painted yokes may look neat, 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 different lengths, shoulder diameters, and thread pitches. Mixing a metric bolt in an inch-thread yoke since it felt close is a quick way to strip a bore at roadside. Keep labeled bins and match by part number, not eyeball. It sounds like fundamental shopkeeping because it is, and it avoids rework.

Shop workflow that respects 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 step feeds the next and prevents compensating for earlier mistakes.

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

That 5th step gets skipped more than individuals confess. A quick loop around the block is not a test. Find a route where you can strike the speeds and loads that developed the initial grievance. Use a known-good stretch of road. If you are 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 want the geometry such that each joint works within that friendly 1 to 3 degree window. In some cases 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 delighted. When space is tight at the transmission, a compact slip near the midship rather than at the transmission can purchase clearance.

Double cardan joints, often called CVs, show up where angle is high at one end. They can perform at bigger angles more smoothly than a single joint, but they are not a cure-all. They include length and expense, and they focus use in more parts. Use them when you have to clear crossmembers, PTOs, or nonstandard ride heights, and ensure 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 throughout work cycles where the operator is focused on hydraulics, not the truck. I have seen PTO shafts with perfect 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 educate the crew about rpm and angle limits.

Maintenance that in fact avoids failure

Grease schedules drift in the real life. Set periods in miles or hours and anchor them to the heaviest service in your fleet, not the lightest. For many heavy trucks with greaseable joints, a 5,000 to 10,000 mile interval works if the environment is tidy. In mines, on salted winter season roads, or in off-road logging, reduce that to 2,500 miles or perhaps weekly. 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, 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 caution. The rubber assistance ought to 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 a clue 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 conserve later

A straightforward sturdy rebuild with new U-joints and a balance might land in the 400 to 700 dollar variety depending upon series and store 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, but so is a tow and a missed out on shipment. If the original shaft lived near its limits on tube OD, joint series, or vital speed, spend the extra to upsize now. I track resurgences. Almost whenever somebody attempted to save a few hundred bucks by keeping minimal tube on a long shaft, we saw the truck again for a balance renovate or a provider swap within months.

Installation subtlety that prevents do-overs

Before the new or rebuilt shaft goes in, clean up the flange deals with. Rust and paint flake will squash under torque and unwind the joint. Center the shaft on pilots rather than requiring bolts to focus 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 examine that all needles stayed upright. Simply one needle tipped on its side will feel great in the shop and stop working in service.



Set the carrier height utilizing shims rather than spying on slotted holes. Verify that the rubber is not pre-loaded into a twist. Reconsider running angles at trip height, and record them. Those numbers become your baseline when somebody brings the truck back three months later 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 lift or level a leaf-spring truck, repair the pinion angle with proper shims and lock it down with Custom U Bolts cut to the correct length, not recycled hardware with over-stretched threads. Torque them in stages, cross-pattern, and retorque after the very first 100 to 200 miles. Axle wrap under torque is not simply a traction problem. It is a U-joint killer. Appropriate securing keeps the angles you determined in the shop 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 clothes and spinning shafts do not blend. On road tests, pick paths where you can hold constant speeds. If you have access to a tri-axial accelerometer or a simple phone-based vibration app installed securely, log a baseline. A light, sharp vibration increasing with speed indicate balance. A slow, heavy thump under velocity points towards joint or angle. If you can not duplicate the complaint, do not restore the truck and hope. Validate under the conditions the chauffeur really sees.

The bottom line for trustworthy drivelines

Custom driveline fabrication is equivalent parts measurement discipline, part choice, and attention to small tolerances that intensify at speed. If you set angles within a tight window, choice U-joint series that truthfully fit torque and angle, size tube to stay well clear of vital speed, and balance at representative rpm, the truck will feel settled. Pair that with the best fasteners, from flange bolts to Custom U Bolts where suspension work touches pinion angle, and you avoid the sluggish creep of problems that develop into huge invoices.

When you do it right, the outcome is not dramatic. The mirrors stop shaking, the floorboard goes quiet, and the motorist stops thinking of the driveline completely. That is the goal. 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](#)

After browsing local vendors at the [Eugene Saturday Market](#), many truck drivers plan maintenance visits for Drivelines repair, Custom U Bolts production, and quality Truck Parts.