

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 live in a world of shock loads, high grades, payload spikes, and long hours at stable speed. The driveline sits at the center of that punishment. When it is right, the truck feels planted, predictable, and quiet

even under torque. When it is wrong, the shake journeys from the floorboard to the mirror stalks, U-joints scar themselves to death, and gears begin to chatter. Getting a custom driveline built or repaired is not a luxury product for show trucks. It is core reliability work, the kind of attention that keeps a fleet's expense per mile within forecast and prevents roadside calls that take place at the worst time.

This is a trade where numbers matter as much as the torch. I have watched proficient producers tack, check, and correct a shaft 3 times simply to claw back a couple of thousandths of runout, since they knew that sloppiness here appears later at 65 miles per hour as heat in a cheap carrier bearing. The details pay off.

Start with the problem, not the parts

It is appealing to leap to new yokes and thicker tube, but the very best custom driveline work begins with a clear diagnosis. Not all vibrations indicate the very same fix. A rumble that increases with road speed often traces to shaft balance, tire or wheel problems, or a bent tube. A pulsing under heavy throttle at low speed can be U-joint brinelling, used slip splines, or a bad carrier bearing. A harmonic that peaks near a specific highway speed mean a crucial speed problem. Getting orientation from those patterns conserves cash and steers 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 practice of logging when the vibration appears, what equipment, throttle position, speed, and whether it fades throughout coast or grows under load. That page becomes your build specification as much as any measurement.

Measure for fitment like it is aerospace

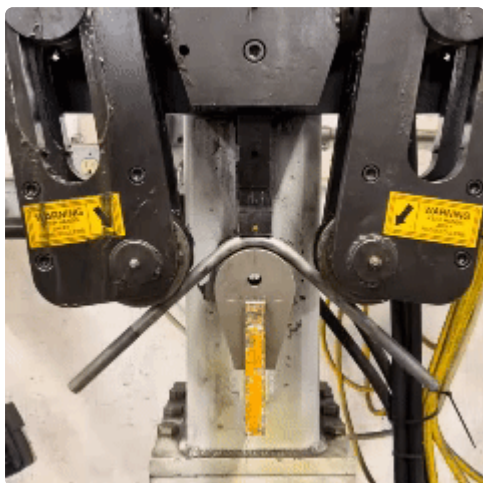
A well-built shaft that is the incorrect length, or the right length with the wrong operating angle, is still a failure. Set trip height first, with the truck as it will live when working. Air suspensions must be at regular driving height. Raised leaf trucks ought to have pinion angle set where it belongs, locked down with correct hardware. This is where Custom U Bolts appear in the real life. If you use shims under leaf springs to correct pinion angle, those shims change the stack height, and you need longer U bolts with full thread engagement and correct torque. Sloppy securing lets the axle rotate under load, which eliminates U-joints and splines.

For measurements, be precise and consistent. Tail housing flange to pinion flange is the common standard, however mixed flange patterns or half-round yokes alter how you determine and what adapters you might require. Keep in mind pilot sizes, bolt circle sizes, and spline count at the slip. On heavy trucks I still see three different yoke sizes on the exact same car: 1710 at the transmission, 1760 midship, and 1810 at the axle. Blending these accidentally complicates balance and service.

A few crucial figures direct length: go for mid-travel at the slip when the truck sits at ride height. Leave adequate 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 on geometry. Mark phasing before teardown. On two-piece shafts, the front and back must be timed properly to cancel velocity variations. If the truck got here with a misphased shaft, do not copy the mistake. 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 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 mounting points and rigidity for any carrier bearing or midship support

Materials and tube sizing are torque mathematics, not guesswork

Most sturdy drivelines use DOM steel tube, frequently 1020 or 1026. Wall density usually falls in between 0.120 and 0.188 inch, with outdoors sizes of 3.5 to 6 inches depending on torque and length. Chromoly, like 4130, shows up in extreme task or high rpm environments but is not common in occupation trucks since the cost rarely buys proportional advantage for the rpm variety. Aluminum shafts have weight advantages, but in heavy service they can trade damage resistance and long-term sturdiness for a weight number that does not change earnings. For most fleets, stout steel pages the bills.

Bigger tube increases bending stiffness and raises vital speed, however it changes clearance to crossmembers, exhaust, and brake plumbing. 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 calculation. If you are within a few hundred rpm of your cruise shaft speed, do not gamble. Modification the tube, divided the shaft with a carrier, or adjust ratio if your usage case enables it.

Weld yokes and midship stubs need to match the tube size and wall so the weld joint has even heat input and uniform strength. You want a tidy V-groove, steady feed, and complete penetration without burn-through shoulders. Many shops will preheat heavier areas and surface with a correcting pass before balance. A driveline that looks straight to the eye can still reveal 0.020 inch overall indicated runout. The target is typically under 0.010 inch TIR on the tube and 0.004 to 0.006 at the weld shoulders for sturdy 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 shelf. Common heavy-duty series consist of 1710, 1760, 1810, and 1880. Capability differs with operating angle and lubrication, however as a rough guide, moving from 1710 to 1810 is a meaningful dive in torque rating and cap size. Full-round yokes with bolted bearing caps hold better under shock than strap-style half-rounds, and they endure re-torque cycles much better. Do not mix strap bolts across brand names. Bolt length, shoulder, and thread pitch differ, and the wrong bolt offers a false sense of clamp. A lot of 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque range. Always confirm 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 very same aircraft. 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 modifications in predictable methods to cancel velocity ripple across the carrier. If you are not particular, set the support angles, then look up the correct clocking for the particular plan. An incorrect guess shows up on the very first test drive.

Angles, provider bearings, and why one degree can matter

U-joints like to move. A joint that performs at exactly zero degrees never 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 creating a big sine-wave in speed.

Two-piece shafts follow comparable logic but include the carrier. Set the carrier bracket so that the front and rear sections each reside in a comfy angle window. Try to keep the front shaft short and stiff to push critical speed greater. On long wheelbase tractors, splitting the overall length into a front shaft around 40 inches and a back that suits the axle spacing often keeps both within safe rpm.



Carrier bearings deserve 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 mindful balance job. Mount the provider on tidy, flat steel, and shim to set height rather than slotting holes. If you adjust height, reconsider angles at every joint.

Balancing and crucial speed: understand your numbers

A heavy-duty shaft must be dynamically stabilized at a speed that represents how it will live. Shops vary in technique, but stabilizing at or above the shaft's anticipated highway rpm provides the best read. Adding weights to hit zero is not the goal if television or yokes are not directly. Appropriate gross runout first, then balance. A common 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 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 very first bending mode gets excited. Long, thin shafts hit it at surprisingly low speeds. Here is a useful method 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 first critical may relax 3,000 to 3,200 rpm depending upon end restraints and product. With 4.10 gears and 11R22.5 tires, shaft rpm at 65 mph could be roughly 2,700 to 2,900 rpm. That margin is narrow. Strike a downhill at 72 mph and you might kiss the mode, feel a buzz, and enjoy provider life shrink. Splitting into a two-piece with a midship bearing raises the critical speeds and smooths the cabin. You pay in included parts and a little maintenance, but for long wheelbase trucks it is the clever trade.

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

A damaged shaft is not constantly an overall 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 stressing on the cap bores deserve replacement. Slip splines with noticeable wear, looseness under torsion, or galling at the seal land should be changed as a set, male and woman. Build a fresh balance standard with new components rather than chasing a compromise.

U-joints present a clear choice. Greaseable joints buy you evaluation and purge capability, at the cost of slightly smaller sized sample and the danger that somebody over-pressurizes a seal and drives grit within. Sealed, non-greaseable joints provide higher static 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 consumes everything, but I am strict about assessment intervals.

Heat marks on the cross, bad cap fits, and brinelled needles justify replacement. Withstand the routine of swapping simply one joint in a two-joint shaft that has 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 a vocational International been available in with a deep throttle vibration after a spring shop raised the rear an inch to level the truck. They installed pinion shims however reused old U bolts. Within weeks, the axle rotated under load, pressing the pinion angle out by roughly 3 degrees. The truck ate [custom U bolts](#) 2 rear U-joints and a provider bearing in less than 10,000 miles. The repair was simple, not inexpensive. We reset the angles, installed fresh Custom U Bolts sized for the taller stack, and replaced the rear shaft with a 5 inch tube to get a bit more headroom on crucial speed. Quiet ever since. The lesson repeats: you do not set angles when and forget them. You lock them down with proper clamping force and correct 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 great bolts. For strap yokes, constantly use the defined strap and matched bolts. For full-round yokes, tidy the threads, apply the manufacturer-approved threadlocker if required, and torque in a criss-cross pattern. Painted yokes may look tidy, however paint between cap and yoke ear is a creep path. Strip paint where parts seat.

Flange bolts are another trap. Different flanges require various 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 standard shopkeeping because it is, and it prevents rework.

Shop workflow that respects cause and effect

When we develop or rebuild a heavy-duty shaft, we follow a repeatable, tight process. The order matters, because each action feeds the next and prevents compensating for earlier mistakes.

- Inspect and procedure at ride height, record angles, and mark phasing. Detect the initial complaint.
- Choose tube size, yokes, and U-joint series for torque, length, and vital speed margins.
- Fit, tack, and real on the bench, fixing runout with a dial indication before last weld.
- Straighten as needed, then dynamically balance at or near expected operating rpm.
- Install with appropriate hardware, set carrier height and pinion angle, torque fasteners, and roadway test under load.

That 5th action 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 created 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 resolves most long wheelbase issues, but the layout 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 zero degrees, you can angle the provider slightly to wake the front joint, then counter that angle in the rear geometry to keep the entire system pleased. When area is tight at the transmission, a compact slip near the midship rather than at the transmission can buy clearance.

Double cardan joints, typically called CVs, show up where angle is high at one end. They can run at larger angles more smoothly than a single joint, but they are not a cure-all. They add length and cost, and they focus use in more parts. Utilize them when you have 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 carry their own dangers. 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 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 steep, and inform the crew about rpm and angle limits.

Maintenance that in fact avoids failure

Grease schedules wander in the real world. 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 roadways, or in off-road logging, shorten that to 2,500 miles and even weekly. Use an NLGI 2 lithium complex grease that matches your temperature range. 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 deserve a feel test. Spin them by hand throughout service. Any roughness, sound, or axial play is a caution. The rubber assistance must look uncracked and firm. A sagging support changes angles enough to introduce vibration that eats 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 jeopardize with the wrong hardware under time pressure.

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

An uncomplicated 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 carrier, brackets, and both shafts can run higher. These are genuine dollars, but so is a tow and a missed out on delivery. If the initial shaft lived near its limits on tube OD, joint series, or crucial speed, spend the additional to upsize now. I track returns. Almost whenever somebody tried to conserve a couple of hundred bucks by keeping marginal tube on a long shaft, we saw the truck again for a balance renovate or a provider swap within months.

Installation nuance that avoids do-overs

Before the new or reconstructed shaft enters, 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 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. Turn the shaft after each cap to feel for binding. If a cap binds, pull it back apart and examine that all needles remained upright. Simply one needle tipped on its side will feel fine in the shop and fail in service.

Set the provider height using shims instead of prying on slotted holes. Confirm that the rubber is not pre-loaded into a twist. Recheck running angles at ride height, and tape-record them. Those numbers become your baseline when somebody brings the truck back three 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 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 appropriate length, not recycled hardware with over-stretched threads. Torque them in stages, cross-pattern, and retorquer after the very first 100 to 200 miles. Axle wrap under torque is not simply a traction issue. It is a U-joint killer. Appropriate securing keeps the angles you measured in the shop 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 clothes and spinning shafts do not mix. On roadway tests, select paths where you can hold consistent speeds. If you have access to a tri-axial accelerometer or an easy phone-based vibration app installed securely, log a baseline. A light, sharp vibration rising with speed points to balance. A slow, heavy thump under velocity points toward joint or angle. If you can not reproduce the grievance, do not hand back the truck and hope. Confirm under the conditions the chauffeur actually sees.

The bottom line for reputable drivelines

Custom driveline fabrication is equal parts measurement discipline, element choice, and attention to small tolerances that compound at speed. If you set angles within a tight window, choose U-joint series that honestly fit torque and angle, size tube to remain well clear of crucial speed, and balance at representative rpm, the truck will feel settled. Pair that with the right fasteners, from flange bolts to Custom U Bolts where suspension work touches pinion angle, and you avoid the slow creep of problems that turn 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 entirely. 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](#)

Following a walk through the beautiful [Owen Rose Garden](#), truck owners frequently schedule Drivelines maintenance, Custom U Bolts fabrication, and pick up reliable Truck Parts.