

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, steep grades, payload spikes, and long hours at steady speed. The driveline sits at the center of that punishment. When it is right, the truck feels planted, foreseeable, and quiet

even under torque. When it is incorrect, 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 built or repaired is not a luxury item for show trucks. It is core reliability work, the type 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 watched skilled producers tack, check, and fix a shaft three times simply to claw back a couple of thousandths of runout, since they understood that sloppiness here appears later at 65 mph as heat in a low-cost provider bearing. The details pay off.

Start with the problem, not the parts

It is tempting to leap to new yokes and thicker tube, but the very best custom driveline work begins with a clear medical diagnosis. Not all vibrations point to the very same repair. A rumble that increases with road speed often traces to shaft balance, tire or wheel concerns, or a bent tube. A pulsing under heavy throttle at low speed can be U-joint brinelling, used slip splines, or a bad carrier bearing. A harmonic that peaks near a specific highway speed hints at a critical speed issue. Getting orientation from those patterns saves cash and guides every choice that follows, from tube size to joint series to whether you split a long single shaft into a two-piece with a midship bearing.

I keep notes from test drives. Construct the habit of logging when the vibration appears, what equipment, throttle position, speed, and whether it fades throughout coast or grows under load. That page becomes your build specification as much as any measurement.

Measure for fitment like it is aerospace

A durable shaft that is the wrong length, or the ideal length with the incorrect operating angle, is still a failure. Set ride height initially, with the truck as it will live when working. Air suspensions ought to be at normal driving height. Lifted leaf trucks must have pinion angle set where it belongs, locked down with appropriate hardware. This is where Custom U Bolts show up in the real life. If you utilize shims under leaf springs to fix 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 kills U-joints and splines.

For measurements, be exact and consistent. Tail housing flange to pinion flange is the common baseline, but blended flange patterns or half-round yokes change how you measure and what adapters you may require. Note pilot diameters, bolt circle diameters, and spline count at the slip. On heavy trucks I still see three 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 couple of essential 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 on geometry. Mark phasing before teardown. On two-piece shafts, the front and rear must be timed properly to cancel speed variations. If the truck got here with a misphased shaft, do not copy the error. Right it.

Here is a compact list I utilize before devoting 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, carrier bearing, and pinion, within 0.5 degree match where required
- Slip spline travel available vs required, 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 math, not guesswork

Most durable drivelines utilize DOM steel tube, frequently 1020 or 1026. Wall density normally falls between 0.120 and 0.188 inch, with outdoors diameters of 3.5 to 6 inches depending upon torque and length. Chromoly, like 4130, shows up in serious responsibility or high rpm environments however is not typical in occupation trucks due to the fact that the cost rarely buys proportional benefit for the rpm variety. Aluminum shafts have weight benefits, but in heavy service they can trade damage resistance and long-term resilience for a weight number that does not alter profits. For most fleets, stout steel pages the bills.

Bigger tube increases bending tightness and raises critical speed, however it changes clearance to crossmembers, exhaust, and brake pipes. On a long shaft, the step 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 an alternative to estimation. If you are within a few hundred rpm of your cruise shaft speed, do not bet. Change television, divided the shaft with a provider, or adjust ratio if your use case allows it.

Weld yokes and midship stubs should match television size and wall so the weld joint has even heat input and consistent strength. You want a tidy V-groove, steady feed, and full penetration without burn-through shoulders. The majority of shops will preheat much heavier areas and finish 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 typically under 0.010 inch TIR on the tube and 0.004 to 0.006 at the weld shoulders for durable shafts. The straighter it is, the less weight you will be stacking throughout balance.

U-joint series, yokes, and phasing matter like equipment choice

Pick U-joint series based upon torque and joint angle, not what was on the rack. Common durable series consist of 1710, 1760, 1810, and 1880. Capability differs with operating angle and lubrication, but as a rough guide, moving from 1710 to 1810 is a significant jump in torque score and cap size. Full-round yokes with bolted bearing caps hold much better under shock [truck parts](#) than strap-style half-rounds, and they endure re-torque cycles better. Do not blend strap bolts throughout brand names. Bolt length, shoulder, and thread pitch vary, and the incorrect bolt uses a false sense of clamp. The majority 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 sit on the very same plane. If one ear is clocked a couple of degrees out, the shaft introduces a second-order vibration that balance can not fix. On two-piece systems, the phasing modifications in foreseeable ways to cancel velocity ripple across the provider. If you are not particular, set the assistance angles, then search for the proper clocking for the specific arrangement. An incorrect guess appears on the very first test drive.



Angles, carrier bearings, and why one degree can matter

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

Two-piece shafts follow comparable 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 overall length into a front shaft around 40 inches and a back that matches the axle spacing typically keeps both within safe rpm.

Carrier bearings should have genuine installing. A soft or cracked rubber assistance, a bent bracket, or a frame crossmember that can flex under load will appear as oscillation that ruins a cautious balance job. Mount the carrier on clean, flat steel, and shim to set height rather than slotting holes. If you change height, reconsider angles at every joint.

Balancing and critical speed: understand your numbers

A heavy-duty shaft must be dynamically balanced at a speed that represents how it will live. Shops differ in method, but stabilizing at or above the shaft's expected highway rpm offers the very best read. Including weights to hit absolutely no is not the goal if television or yokes are not straight. Appropriate gross runout initially, then balance. A common heavy truck shaft can be stabilized to a recurring level in the area of a few gram-inches, frequently tighter on shorter, stiffer pieces. If a shop has to stack a handful of slugs around the circumference, 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 practical method to think of it. Suppose a tandem dump uses a single rear shaft determining about 72 inches of exposed tube, 5 inch OD, 0.125 wall. That shaft's first crucial might sit around 3,000 to 3,200 rpm depending upon end restrictions and material. With 4.10 equipments and 11R22.5 tires, shaft rpm at 65 mph could be roughly 2,700 to 2,900 rpm. That margin is narrow. Hit a downhill at 72 miles per hour and you may kiss the mode, feel a buzz, and see carrier life diminish. Splitting into a two-piece with a midship bearing raises the crucial 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 conserve and when to begin fresh

A harmed 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 extreme rust pitting. Bonded yokes with stretched strap threads or worrying on the cap bores should have replacement. Slip splines with noticeable wear, looseness under torsion, or galling at the seal land need to be replaced as a set, male and female. Develop a fresh balance standard with new parts instead of going after a compromise.

U-joints present a clear choice. Greaseable joints buy you assessment and purge capability, at the expense of somewhat smaller sized random sample and the danger that someone over-pressurizes a seal and drives grit inside. Sealed, non-greaseable joints use 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 strict about inspection intervals.

Heat marks on the cross, bad cap fits, and brinelled needles justify replacement. Withstand the practice of swapping simply one joint in a two-joint shaft that has 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 been available in with a deep throttle vibration after a spring store lifted 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 consumed 2 rear U-joints and a provider bearing in less than 10,000 miles. The fix was easy, not cheap. We reset the angles, set up 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 important speed. Quiet since. The lesson repeats: you do not set angles once and forget them. You lock them down with appropriate securing force and appropriate hardware, then you reconsider after the very 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, 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 might look tidy, however paint between cap and yoke ear is a creep course. Strip paint where parts seat.

Flange bolts are another trap. Different flanges call for various lengths, shoulder sizes, and thread pitches. Blending a metric bolt in an inch-thread yoke due to the fact that it felt close is a quick way to remove a bore at roadside. Keep labeled bins and match by part number, not eyeball. It seems like basic shopkeeping since it is, and it avoids rework.

Shop workflow that appreciates cause and effect

When we build or rebuild a durable shaft, we follow a repeatable, tight process. The order matters, because each action feeds the next and avoids 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 important speed margins.
- Fit, tack, and real on the bench, correcting runout with a dial indicator before final weld.
- Straighten as needed, then dynamically balance at or near anticipated operating rpm.
- Install with correct hardware, set carrier height and pinion angle, torque fasteners, and road test under load.

That 5th step gets avoided more than people admit. A quick loop around the block is not a test. Find a route where you can strike the speeds and loads that produced 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 solves 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 product packaging forces a compromise. If your front shaft would sit near no degrees, you can angle the carrier slightly to wake the front joint, then counter that angle in the rear geometry to keep the entire system

happy. 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, show up where angle is high at one end. They can run at larger angles more efficiently than a single joint, but they are not a cure-all. They include length and cost, and they concentrate use in more parts. Use them when you need to clear crossmembers, PTOs, or nonstandard trip heights, and ensure the remainder of the shaft is sized to match the torque they will see.

PTO shafts bring their own dangers. They see high angles at low engine speed throughout work cycles where the operator is concentrated on hydraulics, not the truck. I have seen PTO shafts with ideal balance still stop working 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 educate the crew about rpm and angle limits.

Maintenance that really prevents 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 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 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 variety. At the slip, include grease 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 presses through. Over-greasing can blow seals and trap grit.

Carrier bearings deserve a feel test. Spin them by hand during service. Any roughness, noise, or axial play is a caution. The rubber support ought to look uncracked and firm. A drooping assistance modifications angles enough to present 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 a hint that torque fell off. Replace bolts that have been heat-stretched or necked down. Keep spare Truck Parts on hand, from typical U-joint packages to straps and flange bolts, so you do not compromise with the wrong hardware under time pressure.

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

A simple durable rebuild with new U-joints and a balance may land in the 400 to 700 dollar variety depending on series and store rates. Add 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, however so is a tow and a missed shipment. If the initial shaft lived near its limits on tube OD, joint series, or important speed, spend the extra to upsize now. I track comebacks. Almost each time someone attempted to conserve a few hundred dollars by keeping limited tube on a long shaft, we saw the truck once again for a balance renovate or a provider swap within months.

Installation nuance that prevents do-overs

Before the new or rebuilt shaft goes in, clean the flange faces. Rust and paint flake will squash 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 sequence. Turn the shaft after each cap to feel for binding. If a cap binds, pull it back apart and examine that all needles stayed upright. Just one needle tipped on its side will feel fine in the shop and fail in service.

Set the carrier height utilizing shims rather than spying on slotted holes. Confirm that the rubber is not pre-loaded into a twist. Reconsider operating angles at trip height, and tape-record them. Those numbers become your standard when someone 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 wed. 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 correct length, not recycled hardware with over-stretched threads. Torque them in phases, 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. Right securing keeps the angles you measured in the shop alive on the road.

Safety and test validation

Use rated stands and chocks when you are under a truck performing at speed on a chassis dyno. Loose clothing and spinning shafts do not mix. On roadway tests, choose paths where you can hold steady 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 increasing with speed points to balance. A slow, heavy thump under acceleration points towards joint or angle. If you can not replicate the grievance, do not hand back the truck and hope. Validate under the conditions the driver really sees.

The bottom line for trustworthy drivelines

Custom driveline fabrication is equivalent parts measurement discipline, component option, and attention to small tolerances that intensify at speed. If you set angles within a tight window, choice U-joint series that honestly fit torque and angle, size tube to remain well clear of critical 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 prevent the slow creep of issues that become huge invoices.

When you do it right, the outcome is not significant. The mirrors stop shaking, the floorboard goes peaceful, and the driver stops thinking of the driveline entirely. That is the goal. In a heavy truck, no news from the shaft is very

good 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](#)

Visitors enjoying outdoor time at [Alton Baker Park](#) are only a short drive from expert Drivelines repair, Custom U Bolts services, and high-quality Truck Parts.