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 consistent speed. The driveline sits at the center of that penalty. When it is right, the truck feels planted, foreseeable, and quiet

even under torque. When it is incorrect, the shake journeys from the floorboard to the mirror stalks, U-joints scar themselves to death, and equipments start to chatter. Getting a custom driveline constructed or repaired is not a luxury product for program trucks. It is core reliability work, the type of attention that keeps a fleet's expense per mile within forecast and prevents roadside calls that happen at the worst time.

This is a trade where numbers matter as much as the torch. I have actually seen knowledgeable fabricators tack, check, and fix a shaft three times simply to claw back a few thousandths of runout, because they understood that sloppiness here appears later on 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 tempting to jump to new yokes and thicker tube, but the very best custom driveline work starts with a clear diagnosis. Not all vibrations point to the very same fix. A rumble that rises 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 hints at a vital speed issue. Getting orientation from those patterns conserves cash and steers every choice that follows, from tube size to joint series to whether you divided a long single shaft into a two-piece with a midship bearing.

I keep notes from test drives. Build the routine 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 spec as much as any measurement.

Measure for fitment like it is aerospace

A durable shaft that is the wrong 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 need to have pinion angle set where it belongs, locked down with appropriate hardware. This is where Custom U Bolts appear in the real world. If you utilize shims under leaf springs to remedy pinion angle, those shims alter the stack height, and you require longer U bolts with full thread engagement and proper torque. Sloppy clamping lets the axle rotate under load, which eliminates U-joints and splines.

For measurements, be precise and consistent. Tail real estate flange to pinion flange is the typical standard, but blended flange patterns or half-round yokes change how you measure and what adapters you might need. Keep in mind pilot diameters, bolt circle diameters, and spline count at the slip. On heavy trucks I still see 3 separate yoke sizes on the exact same automobile: 1710 at the transmission, 1760 midship, and 1810 at the axle. Mixing these unintentionally complicates balance and service.

A few essential figures assist length: aim for mid-travel at the slip when the truck sits at ride 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 upon geometry. Mark phasing before teardown. On two-piece shafts, the front and back need to be timed correctly to cancel speed variations. If the truck showed up with a misphased shaft, do not copy the error. Right it.

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



- Driveline length at trip height and at complete bump and droop
- Flange types, pilot diameters, bolt circle, and U-joint series at each end
- Operating angles at transmission output, carrier bearing, and pinion, within 0.5 degree match where required
- Slip spline travel available vs needed, consisting of seal land and stop-to-stop distances
- Frame installing points and rigidness for any carrier bearing or midship support

Materials and tube sizing are torque math, not guesswork

Most sturdy drivelines utilize DOM steel tube, often 1020 or 1026. Wall density normally falls in between 0.120 and 0.188 inch, with outdoors sizes 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 common in trade trucks due to the fact that the expense rarely purchases proportional advantage for the rpm range. Aluminum shafts have weight advantages, however in heavy service they can trade dent resistance and long-term 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 important speed, however it alters clearance to crossmembers, exhaust, and brake plumbing. On a long shaft, the step from 4 inch to 5 inch OD can move an important speed from roughly 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 couple of hundred rpm of your cruise shaft speed, do not bet. Change television, split the shaft with a carrier, or adjust ratio if your use case allows it.

Weld yokes and midship stubs should match the tube size and wall so the weld joint has even heat input and uniform strength. You want a tidy V-groove, constant feed, and full penetration without burn-through shoulders. Many shops will pre-heat heavier sections and surface with a correcting pass before balance. A driveline that looks straight to the eye can still show 0.020 inch total suggested runout. The target is generally under 0.010 inch TIR on television 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 gear choice

Pick U-joint series based upon torque and joint angle, not what was on the shelf. Common sturdy 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 rating 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 mix strap bolts across brand names. Bolt length, shoulder, and thread pitch vary, and the wrong bolt offers an incorrect sense of clamp. Most 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque variety. Always confirm from the yoke maker's specification sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft should 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 repair. On two-piece systems, the phasing modifications in predictable ways to cancel speed ripple throughout the carrier. If you are not particular, set the assistance angles, then search for the proper clocking for the specific 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 absolutely 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 equivalent and opposite within roughly half a degree. That range keeps the needles alive without creating a huge sine-wave in speed.

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

Carrier bearings should have 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 instead of slotting holes. If you change height, recheck angles at every joint.

Balancing and important speed: understand your numbers

A durable shaft should be dynamically balanced at a speed that represents how it will live. Shops differ in method, however balancing at or above the shaft's expected highway rpm gives the very best read. Including weights to hit no is not the goal if television or yokes are not directly. Proper gross runout first, then balance. A normal heavy truck shaft can be balanced to a recurring level in the neighborhood 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 a correcting the alignment of 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 useful way to think of it. Expect a tandem dump utilizes 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 constraints and product. With 4.10 equipments and 11R22.5 tires, shaft rpm at 65 miles per hour could be approximately 2,700 to 2,900 rpm. That margin is narrow. Hit a downhill at 72 miles per hour 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 smart trade.

Repair and rebuild: when to save and when to begin 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 severe rust pitting. Welded 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 must be changed as a set, male and woman. Build a fresh balance baseline with new components rather than going after a compromise.

U-joints present a clear choice. Greaseable joints buy you inspection and purge capability, at the expense of slightly smaller sized sample and the threat that somebody over-pressurizes a seal and drives grit inside. Sealed, non-greaseable joints offer higher fixed strength and much better sealing for fleets that do not trust grease schedules. I have spec 'd sealed joints for winter salt states where salt water eats everything, however I am stringent about examination intervals.

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

A field story about angles and hardware

We had a trade International can be found in with a deep throttle vibration after a spring store raised the rear an inch to level the truck. They set up pinion shims but recycled old U bolts. Within weeks, the axle rotated under load, pushing the pinion angle out by roughly 3 degrees. The truck consumed 2 rear U-joints and a carrier 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 critical speed. Quiet ever since. The lesson repeats: you do not set angles as soon as and forget them. You lock them down with appropriate securing force and correct hardware, then you recheck after the very first thousand miles.

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

Every great driveline is backed by excellent bolts. For strap yokes, constantly use the defined strap and matched bolts. For full-round yokes, clean the threads, use the manufacturer-approved threadlocker if required, and torque in a criss-cross pattern. Painted yokes might look tidy, but paint between cap and yoke ear is a creep path. Strip paint where parts seat.

Flange bolts are another trap. Different 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 way to remove a bore at roadside. Keep identified 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 construct or rebuild a durable shaft, we follow a repeatable, tight procedure. The order matters, due to the fact that each step feeds the next and avoids compensating for earlier mistakes.

- Inspect and procedure at trip height, record angles, and mark phasing. Diagnose 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 proper hardware, set provider height and pinion angle, torque fasteners, and roadway test under load.

That fifth step gets skipped more than people confess. A quick loop around the block is not a test. Discover a path where you can hit the speeds and loads that created the original problem. Utilize a known-good stretch of roadway. 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, but 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 zero degrees, you can angle the provider slightly to wake the front joint, then counter that angle in the rear geometry to keep the whole system pleased. When space is tight at the transmission, a compact slip near the midship instead of at the transmission can purchase clearance.

Double cardan joints, frequently called CVs, appear where angle is high at one end. They can run at bigger angles more efficiently than a single joint, but they are not a cure-all. They add length and expense, and they focus wear in more parts. Utilize them when you have 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 carry their own threats. They see high angles at low engine speed during work cycles where the operator is concentrated on hydraulics, not the truck. I have actually seen PTO shafts with perfect 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 team about rpm and angle limits.

Maintenance that actually prevents failure

Grease schedules drift in the real world. Set intervals in miles or hours and anchor them to the heaviest service in your fleet, not the lightest. For 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 roadways, or in off-road logging, reduce that to 2,500 miles or perhaps weekly. Utilize an NLGI 2 lithium complex drivelines grease that matches your temperature variety. At the slip, include grease up until you see fresh product at the seal, then stop. If the slip has a purge plug, fracture it while greasing and retighten after fresh grease presses through. Over-greasing can blow seals and trap grit.

Carrier bearings are worthy of a feel test. Spin them by hand during service. Any roughness, noise, or axial play is a caution. The rubber assistance must look uncracked and firm. A drooping assistance changes angles enough to introduce 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. Replace bolts that have actually been heat-stretched or necked down. Keep spare Truck Parts on hand, from typical U-joint kits 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

An uncomplicated sturdy rebuild with new U-joints and a balance may land in the 400 to 700 dollar range depending on series and shop rates. Include a new slip spline and yokes, and you are likely in the 800 to 1,500 dollar window. A two-piece conversion with a new provider, brackets, and both shafts can run greater. These are real dollars, however so is a tow and a missed out on delivery. If the initial shaft lived near its limits on tube OD, joint series, or critical speed, spend the additional to upsize now. I track comebacks. Nearly each time somebody attempted to conserve a couple of hundred bucks by keeping minimal tube on a long shaft, we saw the truck once again for a balance renovate or a carrier swap within months.

Installation nuance that prevents do-overs

Before the new or rebuilt shaft enters, clean 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 slowly 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. Just one needle tipped on its side will feel fine in the store and stop working in service.

Set the carrier height using shims instead of spying on slotted holes. Validate that the rubber is not pre-loaded into a twist. Recheck running angles at ride height, and 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 short note on suspension, pinion angle, and Custom U Bolts

Suspension work and driveline work are wed. If you raise 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 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. Right clamping 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 performing at speed on a chassis dyno. Loose clothing and spinning shafts do not blend. On roadway tests, select routes where you can hold consistent speeds. If you have access to a tri-axial accelerometer or an easy phone-based vibration app installed safely, log a baseline. A light, sharp vibration increasing with speed indicate balance. A sluggish, heavy thump under acceleration points toward joint or angle. If you can not reproduce the problem, do not restore the truck and hope. Validate under the conditions the chauffeur really sees.

The bottom line for reputable drivelines

Custom driveline fabrication is equivalent parts measurement discipline, part option, 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 remain well clear of vital 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 problems that become big invoices.



When you do it right, the outcome is not remarkable. The mirrors stop shaking, the floorboard goes peaceful, and the driver stops thinking about the driveline entirely. That is the goal. In a heavy truck, no news from the shaft is great 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 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 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, visit their website at https://andersonbrotherste.com/ or connect on social media via Facebook or Instagram

After shopping at Red Barn Natural Grocery, many truck owners plan service stops for Drivelines maintenance, Custom U Bolts production, and essential Truck Parts.