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 gears begin to chatter. Getting a custom driveline built or fixed is not a high-end item for show trucks. It is core reliability work, the sort of attention that keeps a fleet's expense per mile within projection and avoids roadside calls that happen at the worst time.

This is a trade where numbers matter as much as the torch. I have watched competent fabricators tack, check, and correct a shaft three times simply to claw back a few thousandths of runout, since they knew that sloppiness here appears later on at 65 miles per hour as heat in a low-cost provider bearing. The details pay off.

Start with the issue, not the parts

It is appealing to jump to new yokes and thicker tube, but the very best custom driveline work begins with a clear medical diagnosis. Not all vibrations indicate the very same fix. A rumble that rises with roadway 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 particular highway speed mean a vital speed concern. Getting orientation from those patterns saves money and guides every option 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. Construct the habit of logging when the vibration appears, what gear, throttle position, speed, and whether it fades during coast or grows under load. That page becomes your develop specification as much as any drivelines Anderson Brothers Truck & Equipment measurement.

Measure for fitment like it is aerospace

A durable shaft that is the wrong length, or the best length with the wrong operating angle, is still a failure. Set trip height initially, with the truck as it will live when working. Air suspensions must be at normal driving height. Raised leaf trucks should have pinion angle set where it belongs, locked down with appropriate hardware. This is where Custom U Bolts show up in the real world. If you use shims under leaf springs to correct pinion angle, those shims change the stack height, and you require longer U bolts with complete thread engagement and proper torque. Sloppy clamping lets the axle turn under load, which eliminates U-joints and splines.

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

A few key figures direct length: aim for mid-travel at the slip when the truck sits at trip 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 need to be timed properly to cancel velocity variations. If the truck arrived with a misphased shaft, do not copy the mistake. Right it.

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

- Driveline length at ride height and at full bump and droop
- Flange types, pilot sizes, 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 available vs needed, including 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 math, not guesswork

Most heavy-duty drivelines use DOM steel tube, often 1020 or 1026. Wall thickness usually falls between 0.120 and 0.188 inch, with outside diameters of 3.5 to 6 inches depending upon torque and length. Chromoly, like 4130, shows up in severe duty or high rpm environments but is not typical in occupation trucks because the cost seldom buys proportional advantage for the rpm variety. Aluminum shafts have weight advantages, but in heavy service they can trade dent resistance and long-lasting sturdiness for a weight number that does not alter revenue. For many fleets, stout steel pages the bills.

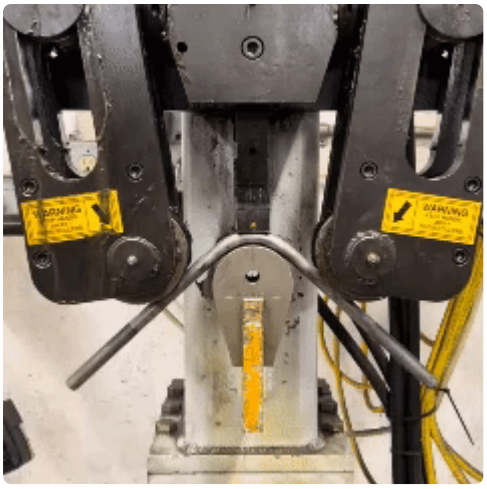
Bigger tube increases bending tightness and raises important speed, however it changes clearance to crossmembers, exhaust, and brake plumbing. On a long shaft, the step from 4 inch to 5 inch OD can move an important speed from roughly 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are estimate, not a replacement for estimation. If you are within a couple of hundred rpm of your cruise shaft speed, do not gamble. Modification the tube, split the shaft with a provider, 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 consistent strength. You want a tidy V-groove, constant feed, and full penetration without burn-through shoulders. A lot of shops will preheat heavier sections and finish with a correcting the alignment of pass before balance. A driveline that looks straight to the eye can still reveal 0.020 inch overall showed runout. The target is generally under 0.010 inch TIR on television and 0.004 to 0.006 at the weld shoulders for heavy-duty shafts. The straighter it is, the less weight you will be stacking throughout balance.

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

Pick U-joint series based on torque and joint angle, not what was on the shelf. Typical sturdy series include 1710, 1760, 1810, and 1880. Capacity differs with operating angle and lubrication, but as a rough guide, moving from 1710 to 1810 is a meaningful jump in torque score and cap size. Full-round yokes with bolted bearing caps hold 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 differ, and the incorrect bolt provides a false sense of clamp. A lot of 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque variety. Constantly verify from the yoke maker's spec sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft should rest on the very same airplane. If one ear is clocked a few degrees out, the shaft introduces a second-order vibration that balance can not fix. On two-piece systems, the phasing modifications in predictable methods to cancel speed ripple throughout the carrier. If you are not certain, 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 runs at precisely zero 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 approximately half a degree. That variety keeps the needles alive without developing a big sine-wave in speed.

Two-piece shafts follow similar logic however include the provider. Set the carrier bracket so that the front and rear sections each live in a comfy angle window. Attempt to keep the front shaft short and stiff to press important speed greater. On long wheelbase tractors, splitting the general length into a front shaft around 40 inches and a back that fits the axle spacing frequently keeps both within safe rpm.

Carrier bearings deserve real installing. A soft or split rubber support, a bent bracket, or a frame crossmember that can flex under load will show up as oscillation that ruins a careful balance job. Mount the carrier on tidy, flat steel, and shim to set height instead of slotting holes. If you change height, recheck angles at every joint.

Balancing and vital speed: understand your numbers

A sturdy shaft need to be dynamically stabilized at a speed that represents how it will live. Shops differ in method, but balancing at or above the shaft's expected highway rpm provides the best read. Including weights to strike zero is not the objective if television or yokes are not directly. Proper gross runout first, then balance. A normal heavy truck shaft can be stabilized to a residual 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 circumference, you likely missed a correcting step.

Critical speed is the rpm where the shaft's very first bending mode gets delighted. Long, thin shafts hit it at remarkably low speeds. Here is a practical 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 important may relax 3,000 to 3,200 rpm depending on end constraints and material. With 4.10 gears and 11R22.5 tires, shaft rpm at 65 miles per hour might be approximately 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 carrier life diminish. Dividing into a two-piece with a midship bearing raises the critical speeds and smooths the cabin. You pay in included parts and a little upkeep, however for long wheelbase trucks it is the clever trade.

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

A harmed shaft is not always an overall loss. You can real a bent tube, though the success window closes if it has a deep damage, a kink, or severe rust pitting. Bonded yokes with stretched strap threads or fretting on the cap bores deserve replacement. Slip splines with visible wear, looseness under torsion, or galling at the seal land must be changed as a set, male and female. Construct a fresh balance baseline with new elements instead of chasing a compromise.

U-joints present a clear choice. Greaseable joints purchase you assessment and purge ability, at the cost of somewhat smaller cross sections and the risk 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 salt states where salt water consumes everything, however I am strict about assessment intervals.

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

A field story about angles and hardware

We had an occupation International can be found in with a deep throttle vibration after a spring shop raised 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 approximately 3 degrees. The truck ate 2 rear U-joints and a provider bearing in less than 10,000 miles. The fix was easy, not inexpensive. We reset the angles, installed fresh Custom U Bolts sized for the taller stack, and changed the rear shaft with a 5 inch tube to get a little bit more headroom on critical speed. Quiet since. The lesson repeats: you do not set angles once and forget them. You lock them down with proper securing force and right hardware, then you reconsider after the first thousand miles.

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

Every good driveline is backed by excellent bolts. For strap yokes, constantly use the defined 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, but paint in between cap and yoke ear is a creep path. 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 because it felt close is a fast method to remove a bore at roadside. Keep identified 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 sturdy shaft, we follow a repeatable, tight process. The order matters, since each action feeds the next and avoids compensating for earlier mistakes.

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

That fifth step gets skipped more than people confess. A fast loop around the block is not a test. Discover a path where you can strike the speeds and loads that developed the original complaint. 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 problems, however the layout matters. You desire the geometry such that each joint works within that friendly 1 to 3 degree window. Sometimes packaging forces a compromise. If your front shaft would sit near no degrees, you can angle the carrier a little to wake the front joint, then counter that angle in the rear geometry to keep the whole system pleased. When space is tight at the transmission, a compact slip near the midship rather than at the transmission can purchase clearance.

Double cardan joints, typically called CVs, show up where angle is high at one end. They can perform at bigger angles more efficiently than a single joint, but they are not a cure-all. They add length and expense, and they concentrate use in more parts. Use them when you have to clear crossmembers, PTOs, or nonstandard ride heights, and ensure the remainder of the shaft is sized to match the torque they will see.

PTO shafts carry their own risks. They see high angles at low engine speed during work cycles where the operator is focused on hydraulics, not the truck. I have seen PTO shafts with best balance still fail because the operator let them chatter at high angle for hours feeding a pump. Specification the joint series up a notch for PTO duty if the angle is steep, and inform the crew about rpm and angle limits.

Maintenance that actually avoids failure

Grease schedules drift in the real world. Set periods in miles or hours and anchor them to the heaviest service in your fleet, not the lightest. For most heavy trucks with greaseable joints, a 5,000 to 10,000 mile interval works if the environment is tidy. In mines, on salted winter roads, or in off-road logging, reduce that to 2,500 miles or even weekly. Use an NLGI 2 lithium complex grease that matches your temperature level range. 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 throughout service. Any roughness, sound, or axial play is a caution. The rubber assistance should look uncracked and firm. A drooping support changes angles enough to introduce vibration that eats joints downstream.

Inspect straps, cap bolts, and flanges for witness marks and looseness. A glossy ring under a cap bolt head is a hint that torque fell off. Change bolts that have actually been heat-stretched or necked down. Keep extra 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 heavy-duty rebuild with new U-joints and a balance may land in the 400 to 700 dollar variety depending upon series and shop 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 real dollars, however so is a tow and a missed shipment. If the initial shaft lived near its limits on tube OD, joint series, or crucial speed, invest the additional to upsize now. I track returns. Almost every time someone attempted to save a couple of hundred bucks by keeping limited tube on a long shaft, we saw the truck again for a balance renovate or a provider swap within months.

Installation nuance that avoids do-overs

Before the new or rebuilt shaft goes in, clean the flange faces. Rust and paint flake will crush 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 directly, 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 shop and fail in service.

Set the carrier height utilizing shims rather than prying on slotted holes. Validate 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 someone 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 raise or level a leaf-spring truck, repair 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 first 100 to 200 miles. Axle wrap under torque is not just a traction problem. It is a U-joint killer. Appropriate securing keeps the angles you determined in the store alive on the road.

Safety and test validation

Use rated stands and chocks when you are under a truck running at speed on a chassis dyno. Loose clothing and spinning shafts do not mix. On road tests, select paths where you can hold consistent speeds. If you have access to a tri-axial accelerometer or a simple phone-based vibration app installed safely, log a baseline. A light, sharp vibration increasing with speed points to balance. A slow, heavy thump under velocity points towards joint or angle. If you can not reproduce the problem, do not restore the truck and hope. Confirm under the conditions the chauffeur really sees.

The bottom line for reputable drivelines

Custom driveline fabrication is equal parts measurement discipline, component choice, and attention to small tolerances that intensify at speed. If you set angles within a tight window, pick U-joint series that honestly fit torque and angle, size tube to remain well clear of important 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 develop into big invoices.

When you do it right, the result is not remarkable. The mirrors stop shaking, the floorboard goes peaceful, and the motorist stops thinking of the driveline totally. 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 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

Families spending time at RiverPlay Discovery Village are close to local experts who provide Drivelines work, Custom U Bolts fabrication, and dependable Truck Parts.