Business Name: Anderson Brothers Truck & Equipment
Address: 2640 State Hwy 99 N #1, Eugene, OR 97402
Phone: (541) 688-8686

Anderson Brothers Truck & Equipment

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

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

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

View on Google Maps
2640 State Hwy 99 N #1, Eugene, OR 97402

Business Hours

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

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Heavy-duty trucks reside in a world of shock loads, high grades, payload spikes, and long hours at stable speed. The driveline sits at the center of that penalty. When it is right, the truck feels planted, predictable, and quiet even

under torque. When it is 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 developed or fixed is not a high-end item for program trucks. It is core reliability work, the sort of attention that keeps a fleet's cost 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 actually viewed proficient fabricators tack, check, and remedy a shaft three times just to claw back a few thousandths of runout, due to the fact that they understood that sloppiness here shows up later at 65 mph as heat in a low-cost carrier bearing. The details pay off.

Start with the issue, not the parts

It is appealing to leap to new yokes and thicker tube, but the best custom driveline work begins with a clear medical diagnosis. Not all vibrations indicate the very same fix. A rumble that rises with road speed typically 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 provider bearing. A harmonic that peaks near a specific highway speed hints at an important speed problem. Getting orientation from those patterns conserves money and guides 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 practice of logging when the vibration appears, what equipment, throttle position, speed, and whether it fades during 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 incorrect length, or the ideal 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 ought to be at regular driving height. Lifted leaf trucks need to have pinion angle set where it belongs, locked down with proper hardware. This is where Custom U Bolts appear 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 appropriate torque. Careless clamping lets the axle turn under load, which eliminates U-joints and splines.

For measurements, be precise and consistent. Tail real estate flange to pinion flange is the typical baseline, however mixed flange patterns or half-round yokes change how you determine and what adapters you may need. Note pilot sizes, bolt circle sizes, and spline count at the slip. On heavy trucks I still see 3 different yoke sizes on the same lorry: 1710 at the transmission, 1760 midship, and 1810 at the axle. Blending these unintentionally complicates balance and service.

A couple of crucial figures assist 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 method, depending on geometry. Mark phasing before teardown. On two-piece shafts, the front and rear need to be timed properly to cancel speed variations. If the truck arrived with a misphased shaft, do not copy the error. Appropriate 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 sizes, bolt circle, and U-joint series at each end
- Operating angles at transmission output, carrier bearing, and pinion, within 0.5 degree match where required

- Slip spline travel readily available vs needed, consisting of seal land and stop-to-stop distances
- Frame mounting points and rigidness for any carrier bearing or midship support

Materials and tube sizing are torque mathematics, not guesswork

Most heavy-duty drivelines use DOM steel tube, often 1020 or 1026. Wall density usually falls between 0.120 and 0.188 inch, with outdoors sizes of 3.5 to 6 inches depending on torque and length. Chromoly, like 4130, appears in serious task or high rpm environments but is not typical in occupation trucks since the cost rarely purchases proportional advantage for the rpm range. Aluminum shafts have weight benefits, but in heavy service they can trade dent resistance and long-term toughness for a weight number that does not alter revenue. For many fleets, stout steel pages the bills.

Bigger tube increases bending stiffness 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 a crucial 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 couple of hundred rpm of your cruise shaft speed, do not bet. Change television, divided the shaft with a provider, or change ratio if your use 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, stable feed, and full penetration without burn-through shoulders. The majority of stores will preheat much heavier sections and surface with an aligning pass before balance. A driveline that looks straight to the eye can still reveal 0.020 inch total showed runout. The target is generally under 0.010 inch TIR on 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 upon torque and joint angle, not what was on the rack. Common durable series include 1710, 1760, 1810, and 1880. Capacity differs with running angle and lubrication, however 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 endure re-torque cycles better.

Do not mix strap bolts throughout brands. Bolt length, shoulder, and thread pitch differ, and the wrong bolt provides an incorrect sense of clamp. A lot of 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque variety. Constantly validate from the yoke maker's spec sheet.

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



Angles, carrier bearings, and why one degree can matter

U-joints like to move. A joint that performs at exactly no degrees never turns 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 equivalent and opposite within approximately half a degree. That range keeps the needles alive without developing a huge sine-wave in speed.

Two-piece shafts follow comparable reasoning but include 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 short and stiff to push important speed greater. On long wheelbase tractors, splitting the total length into a front shaft around 40 inches and a back that matches the axle spacing often keeps both within safe rpm.

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

Balancing and important speed: know your numbers

A durable shaft should be dynamically balanced at a speed that represents how it will live. Shops differ in method, but balancing at or above the shaft's anticipated highway rpm offers the best read. Adding weights to

strike no is not the objective if the tube or yokes are not directly. Appropriate gross runout first, then balance. A normal heavy truck shaft can be stabilized to a residual level in the area of a few gram-inches, typically tighter on shorter, stiffer pieces. If a store 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 first bending mode gets excited. Long, thin shafts hit it at remarkably low speeds. Here is a practical method to think about it. Expect a tandem dump uses a single rear shaft determining about 72 inches of exposed tube, 5 inch OD, 0.125 wall. That shaft's very first important might relax 3,000 to 3,200 rpm depending on end constraints and material. 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. Strike a downhill at 72 miles per hour and you may kiss the mode, feel a buzz, and see provider life shrink. Dividing into a two-piece with a midship bearing raises the important speeds and smooths the cabin. You pay in added parts and a little upkeep, however for long wheelbase trucks it is the smart trade.

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

A harmed shaft is not always a total loss. You can real a bent tube, though the success window closes if it has a deep damage, a kink, or extreme rust pitting. Bonded yokes with stretched strap threads or stressing on the cap bores deserve replacement. Slip splines with noticeable drivelines 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 provide a clear option. Greaseable joints buy you inspection and purge capability, at the cost of slightly smaller sized cross sections and the threat that someone over-pressurizes a seal and drives grit inside. Sealed, non-greaseable joints offer greater fixed 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 salt water eats everything, but I am rigorous 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 endured the same misalignment or absence of lube.

A field story about angles and hardware

We had a vocational International come in with a deep throttle vibration after a spring store lifted the rear an inch to level the truck. They set up pinion shims however reused old U bolts. Within weeks, the axle rotated under load, pushing 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 repair was basic, not low-cost. We reset the angles, set up fresh Custom U Bolts sized for the taller stack, and changed the rear shaft with a 5 inch tube to get a bit more headroom on important 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 appropriate hardware, then you recheck after the very first thousand miles.

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

Every good driveline is backed by great 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 called for, and torque in a criss-cross pattern. Painted yokes might look neat, however paint between cap and yoke ear is a creep course. Strip paint where parts seat.

Flange bolts are another trap. Different flanges require various lengths, shoulder sizes, and thread pitches. Mixing a metric bolt in an inch-thread yoke because it felt close is a quick method to remove a bore at roadside. Keep labeled bins and match by part number, not eyeball. It sounds like standard shopkeeping due to the fact that it is, and it prevents 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 step feeds the next and prevents compensating for earlier mistakes.

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

That 5th step gets skipped more than people confess. A fast loop around the block is not a test. Find a path where you can hit the speeds and loads that produced the initial complaint. Utilize a known-good stretch of road. If you are in a fleet with vibration analysis tools, this is where they make their keep.

Two-piece shafts, double cardans, and PTOs

A long, low-angle two-piece shaft with a midship bearing resolves most long wheelbase issues, however the layout matters. You desire the geometry such that each joint works within that friendly 1 to 3 degree window. In some cases product packaging requires a compromise. If your front shaft would sit near absolutely no degrees, you can angle the provider a little 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 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 larger angles more efficiently than a single joint, however they are not a cure-all. They add length and cost, and they focus wear in more parts. Utilize them when you have to clear crossmembers, PTOs, or nonstandard ride heights, and make sure 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 concentrated on hydraulics, not the truck. I have actually seen PTO shafts with ideal balance still stop working since the operator let them chatter at high angle for hours feeding a pump. Specification the joint series up a notch for PTO responsibility if the angle is steep, and educate the crew about rpm and angle limits.

Maintenance that really prevents 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 most heavy trucks with greaseable joints, a 5,000 to 10,000 mile period works if the environment is clean. In mines, on salted winter roads, or in off-road logging, reduce that to 2,500 miles and even weekly. Use an NLGI 2 lithium complex grease that matches your temperature level range. At the slip, add grease until you see fresh item at the seal, then stop. If the slip has a purge plug, fracture it while greasing and retighten after fresh grease pushes through. Over-greasing can blow seals and trap grit.

Carrier bearings should have a feel test. Spin them by hand throughout service. Any roughness, noise, or axial play is a warning. The rubber support ought to look uncracked and firm. A sagging support modifications 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 an idea that torque fell off. Replace bolts that have been heat-stretched or necked down. Keep extra Truck Parts on hand, from common 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 save later

A straightforward heavy-duty rebuild with new U-joints and a balance might land in the 400 to 700 dollar variety depending upon series and shop rates. Include a new slip spline and yokes, and you are most likely in the 800 to 1,500 dollar window. A two-piece conversion with a new carrier, brackets, and both shafts can run higher. These are genuine dollars, but so is a tow and a missed delivery. If the initial shaft lived near its limitations on tube OD, joint series, or vital speed, spend the extra to upsize now. I track resurgences. Nearly every time someone tried to conserve a couple of hundred bucks by keeping marginal tube on a long shaft, we saw the truck again for a balance redo or a provider swap within months.

Installation subtlety that avoids do-overs

Before the new or reconstructed shaft enters, clean the flange faces. Rust and paint flake will crush 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 check that all needles remained upright. Simply one needle tipped on its side will feel great in the shop and fail in service.

Set the provider height using shims instead of prying on slotted holes. Validate that the rubber is not pre-loaded into a twist. Reconsider running angles at ride height, and tape them. Those numbers become your standard when somebody brings the truck back three months later with a new vibration. Now you can see if a spring settled or a bushing failed.

A 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, repair the pinion angle with correct shims and lock it down with Custom U Bolts cut to the appropriate length, not reused 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 just a traction problem. It is a U-joint killer. Correct clamping keeps the angles you measured in the store 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 road tests, choose paths where you can hold constant speeds. If you have access to a tri-axial accelerometer or an easy phone-based vibration app installed safely, log a standard. A light, sharp vibration increasing with speed indicate balance. A slow, heavy thump under velocity points toward joint or angle. If you can not reproduce the complaint, do not hand back 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, part option, and attention to little tolerances that intensify at speed. If you set angles within a tight window, pick U-joint series that truthfully fit torque and angle, size tube to stay well clear of important speed, and balance at representative rpm, the truck will feel settled. Pair that with the best fasteners, from flange bolts to Custom U Bolts where suspension work touches pinion angle, and you avoid the sluggish creep of problems that develop into huge invoices.

When you do it right, the result is not dramatic. The mirrors stop shaking, the floorboard goes peaceful, and the driver stops thinking about the driveline totally. That is the objective. 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

Fans attending events at Autzen Stadium can find nearby professionals offering Drivelines services, Custom U Bolts manufacturing, and heavy-duty Truck Parts.