

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 consistent speed. The driveline sits at the center of that punishment. When it is right, the truck feels planted, predictable,

and quiet even under torque. When it is incorrect, the shake journeys from the floorboard to the mirror stalks, U-joints scar themselves to death, and gears begin to chatter. Getting a custom driveline developed or fixed is not a luxury product for show trucks. It is core reliability work, the sort of attention that keeps a fleet's expense 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 actually watched skilled fabricators tack, check, and remedy a shaft three times just to claw back a few thousandths of runout, because they understood that sloppiness here shows up later on at 65 mph as heat in an inexpensive carrier bearing. The information 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 medical diagnosis. Not all vibrations indicate the very same fix. A rumble that rises with roadway speed typically traces to shaft balance, tire or wheel concerns, or a bent tube. A pulsing under heavy throttle at low speed can be U-joint [truck parts](#) brinelling, used slip splines, or a bad provider bearing. A harmonic that peaks near a specific highway speed hints at a critical speed problem. Getting orientation from those patterns conserves cash and steers every choice that follows, from tube diameter to joint series to whether you split a long single shaft into a two-piece with a midship bearing.

I keep notes from test drives. Construct the habit 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 construct 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 incorrect operating angle, is still a failure. Set ride height first, with the truck as it will live when working. Air suspensions should be at typical driving height. Lifted leaf trucks should have pinion angle set where it belongs, locked down with proper hardware. This is where Custom U Bolts show up in the real world. If you utilize shims under leaf springs to remedy pinion angle, those shims alter the stack height, and you need longer U bolts with complete thread engagement and correct torque. Sloppy securing lets the axle turn under load, which kills U-joints and splines.

For measurements, be exact and constant. Tail housing flange to pinion flange is the typical baseline, but blended flange patterns or half-round yokes alter how you determine and what adapters you might need. Note pilot sizes, bolt circle diameters, and spline count at the slip. On heavy trucks I still see three separate yoke sizes on the exact same vehicle: 1710 at the transmission, 1760 midship, and 1810 at the axle. Mixing these accidentally makes complex balance and service.

A few key figures guide length: go for mid-travel at the slip when the truck sits at ride height. Leave enough 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 method, depending on geometry. Mark phasing before teardown. On two-piece shafts, the front and rear need to be timed correctly to cancel speed variations. If the truck arrived with a misphased shaft, do not copy the mistake. Appropriate it.



Here is a compact list I utilize 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 readily available vs needed, including 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 sturdy drivelines utilize DOM steel tube, frequently 1020 or 1026. Wall thickness generally falls in between 0.120 and 0.188 inch, with outdoors diameters of 3.5 to 6 inches depending upon torque and length. Chromoly, like 4130, appears in severe task or high rpm environments but is not common in professional trucks because the cost rarely buys proportional benefit for the rpm range. Aluminum shafts have weight advantages, however in heavy service they can trade damage resistance and long-lasting toughness for a weight number that does not change earnings. For many fleets, stout steel pages the bills.

Bigger tube increases bending tightness and raises crucial speed, but 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 vital speed from roughly 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are ballpark figures, not a replacement for estimation. If you are within a couple of hundred rpm of your cruise shaft speed, do not bet. Change television, divided the shaft with a carrier, or adjust ratio if your use case permits 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, consistent feed, and complete penetration without burn-through shoulders. Many stores will preheat 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 indicated runout. The target is normally 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 equipment choice

Pick U-joint series based on torque and joint angle, not what was on the rack. Typical heavy-duty series include 1710, 1760, 1810, and 1880. Capacity varies with operating angle and lubrication, but as a rough guide, moving from 1710 to 1810 is a significant dive in torque ranking 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 brand names. Bolt length, shoulder, and thread pitch vary, and the incorrect bolt offers an incorrect 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 specification sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft must sit on the same aircraft. If one ear is clocked a few degrees out, the shaft introduces a second-order vibration that balance can not repair. On two-piece systems, the phasing changes in foreseeable methods to cancel speed ripple across the carrier. If you are not certain, set the support angles, then look up the correct clocking for the particular 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 absolutely no degrees never rotates its needles, which chews flats in the bearings, then grows vibration under light load. Aim 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 range keeps the needles alive without developing a huge sine-wave in speed.



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

Carrier bearings deserve real installing. A soft or broken rubber support, a bent bracket, or a frame crossmember that can flex under load will appear as oscillation that ruins a cautious balance task. Mount the carrier on clean, flat steel, and shim to set height rather than slotting holes. If you adjust height, recheck angles at every joint.

Balancing and critical speed: know your numbers

A heavy-duty shaft need to be dynamically balanced at a speed that represents how it will live. Shops vary in technique, however balancing at or above the shaft's expected highway rpm offers the best read. Including weights to strike absolutely no is not the objective if television or yokes are not straight. Right gross runout initially, then balance. A typical heavy truck shaft can be balanced to a residual level in the area of a couple of gram-inches, frequently tighter on shorter, stiffer pieces. If a store needs to stack a handful of slugs around the circumference, you likely missed an aligning step.

Critical speed is the rpm where the shaft's very first bending mode gets delighted. Long, thin shafts struck it at surprisingly low speeds. Here is a useful way to consider it. Expect a tandem dump uses a single rear shaft measuring about 72 inches of exposed tube, 5 inch OD, 0.125 wall. That shaft's first critical may sit around 3,000 to 3,200 rpm depending upon end restrictions and product. With 4.10 gears and 11R22.5 tires, shaft rpm at 65 mph might be approximately 2,700 to 2,900 rpm. That margin is narrow. Hit a downhill at 72 mph and you may kiss the mode, feel a buzz, and watch provider life shrink. 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 maintenance, however for long wheelbase trucks it is the wise trade.

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

A harmed shaft is not constantly an overall loss. You can real a bent tube, though the success window closes if it has a deep dent, a kink, or extreme rust pitting. Welded yokes with extended strap threads or worrying on the

cap tires be worthy of replacement. Slip splines with noticeable wear, looseness under torsion, or galling at the seal land ought to be changed as a set, male and female. Construct a fresh balance standard with new components instead of chasing after a compromise.

U-joints provide a clear choice. Greaseable joints buy you assessment and purge capability, at the expense of somewhat smaller cross sections and the threat that somebody over-pressurizes a seal and drives grit within. Sealed, non-greaseable joints offer higher fixed 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 brine consumes whatever, however I am strict about evaluation intervals.

Heat marks on the cross, bad cap fits, and brinelled needles validate replacement. Withstand the practice of switching simply one joint in a two-joint shaft that has been knocking for months. If one is gone, the other has lived through the same misalignment or absence of lube.

A field story about angles and hardware

We had a professional International come in with a deep throttle vibration after a spring store raised 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, pressing the pinion angle out by roughly 3 degrees. The truck consumed two rear U-joints and a provider bearing in less than 10,000 miles. The repair was easy, not low-cost. 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 little more headroom on critical speed. Quiet since. The lesson repeats: you do not set angles when and forget them. You lock them down with appropriate securing force and proper hardware, then you recheck after the very first thousand miles.

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

Every excellent driveline is backed by great bolts. For strap yokes, constantly 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 require various lengths, shoulder diameters, and thread pitches. Blending a metric bolt in an inch-thread yoke since it felt close is a fast 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 prevents rework.

Shop workflow that appreciates cause and effect

When we construct or rebuild a durable shaft, we follow a repeatable, tight process. The order matters, since each action feeds the next and avoids making up 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 crucial speed margins.
- Fit, tack, and true on the bench, remedying runout with a dial indication before final weld.
- Straighten as required, then dynamically balance at or near anticipated operating rpm.
- Install with right hardware, set provider height and pinion angle, torque fasteners, and roadway test under load.

That fifth action gets skipped more than individuals confess. A quick loop around the block is not a test. Find a route where you can strike the speeds and loads that developed 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 problems, but the layout matters. You want the geometry such that each joint works within that friendly 1 to 3 degree window. Often packaging requires a compromise. If your front shaft would sit near no degrees, you can angle the provider somewhat 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 buy clearance.

Double cardan joints, often called CVs, appear 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 add length and cost, and they focus use in more parts. Use them when you need 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 during work cycles where the operator is concentrated on hydraulics, not the truck. I have seen PTO shafts with best balance still stop working because the operator let them chatter at high angle for hours feeding a pump. Spec the joint series up a notch for PTO task if the angle is high, and educate 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 a lot of 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 roads, or in off-road logging, reduce that to 2,500 miles or perhaps weekly. Utilize an NLGI 2 lithium complex grease that matches your temperature level range. At the slip, add grease up 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, noise, or axial play is a caution. The rubber support need to look uncracked and firm. A sagging 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 an idea that torque fell off. Replace bolts that have actually been heat-stretched or necked down. Keep extra Truck Parts on hand, from common U-joint sets to straps and flange bolts, so you do not jeopardize with the wrong hardware under time pressure.

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

An uncomplicated durable rebuild with new U-joints and a balance might land in the 400 to 700 dollar variety depending upon 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, but so is a tow and a missed shipment. If the original shaft lived near its limitations on tube OD, joint series, or important speed, spend the additional to upsize now. I track returns. Nearly every time

someone attempted to save a few hundred dollars by keeping minimal tube on a long shaft, we saw the truck once again for a balance redo or a carrier swap within months.

Installation nuance that prevents do-overs

Before the new or reconstructed shaft goes in, clean up the flange deals with. Rust and paint flake will crush under torque and unwind the joint. Center the shaft on pilots rather than forcing bolts to focus it. On half-round yokes, seat the caps squarely, tap them with a brass drift to settle the needles, then torque slowly in series. Turn the shaft after each cap to feel for binding. If a cap binds, pull it back apart and inspect that all needles stayed upright. Simply one needle tipped on its side will feel great in the store and fail in service.

Set the provider height using shims instead of spying on slotted holes. Validate that the rubber is not pre-loaded into a twist. Reconsider operating angles at trip height, and record them. Those numbers become your baseline 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 brief note on suspension, pinion angle, and Custom U Bolts

Suspension work and driveline work are married. If you lift or level a leaf-spring truck, repair the pinion angle with correct shims and lock it down with Custom U Bolts cut to the appropriate 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 issue. It is a U-joint killer. Appropriate clamping keeps the angles you measured 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 blend. 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 standard. A light, sharp vibration increasing with speed indicate balance. A slow, heavy thump under velocity points towards joint or angle. If you can not duplicate the grievance, do not hand back the truck and hope. Confirm under the conditions the driver in fact sees.

The bottom line for dependable drivelines

Custom driveline fabrication is equivalent parts measurement discipline, component option, and attention to little 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 crucial speed, and balance at representative rpm, the truck will feel settled. Pair that with the ideal fasteners, from flange bolts to Custom U Bolts where suspension work touches pinion angle, and you prevent the sluggish creep of issues that turn into big invoices.

When you do it right, the result is not dramatic. The mirrors stop shaking, the floorboard goes peaceful, and the driver stops thinking of the driveline completely. That is the objective. 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 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](#)

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