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

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 begin to chatter. Getting a custom driveline built or repaired is not a high-end product for show trucks. It is core reliability work, the type of attention that keeps a fleet's expense per mile within forecast and avoids roadside calls that occur 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 fix a shaft 3 times simply to claw back a couple of thousandths of runout, due to the fact that they knew that sloppiness here shows up later on at 65 miles per hour as heat in an inexpensive carrier bearing. The information pay off.

Start with the issue, not the parts

It is tempting to jump to new yokes and thicker tube, however the very best custom driveline work begins with a clear diagnosis. Not all vibrations point to the very same fix. A rumble that increases with roadway 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, used slip splines, or a bad carrier bearing. A harmonic that peaks near a particular highway speed hints at a vital speed issue. Getting orientation from those patterns conserves money and steers every option that follows, from tube diameter 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 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 construct specification as much as any measurement.

Measure for fitment like it is aerospace

A well-built shaft that is the wrong length, or the right length with the wrong operating angle, is still a failure. Set ride height initially, with the truck as it will live when working. Air suspensions need to be at regular driving height. Lifted leaf trucks ought to have pinion angle set where it belongs, locked down with proper hardware. This is where Custom U Bolts show up in the real life. If you use shims under leaf springs to correct pinion angle, those shims alter the stack height, and you require longer U bolts with complete thread engagement and appropriate torque. Sloppy clamping lets the axle rotate under load, which kills U-joints and splines.

For measurements, be exact and constant. Tail housing flange to pinion flange is the typical standard, but combined flange patterns or half-round yokes change how you measure and what adapters you may require. Note pilot sizes, bolt circle sizes, and spline count at the slip. On heavy trucks I still see three different yoke sizes on the very same car: 1710 at the transmission, 1760 midship, and 1810 at the axle. Mixing these inadvertently makes complex balance and service.

A few crucial figures assist length: aim for mid-travel at the slip when the truck sits at ride height. Leave sufficient plunge for full suspension compression without bottoming, and enough extension for droop without shaft pullout. On long wheelbase tandems, that can be an inch or more each way, depending on geometry. Mark phasing before teardown. On two-piece shafts, the front and rear need to be timed correctly to cancel velocity variations. If the truck got here with a misphased shaft, do not copy the error. Correct it.

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

- Driveline length at trip 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, provider 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 heavy-duty drivelines utilize DOM steel tube, frequently 1020 or 1026. Wall thickness typically falls custom U bolts in between 0.120 and 0.188 inch, with outside diameters of 3.5 to 6 inches depending upon torque and length. Chromoly, like 4130, appears in serious responsibility or high rpm environments however is not typical in professional trucks since the cost rarely purchases proportional benefit for the rpm variety. Aluminum shafts have weight benefits, however in heavy service they can trade damage resistance and long-term toughness for a weight number that does not alter earnings. For the majority of fleets, stout steel pages the bills.

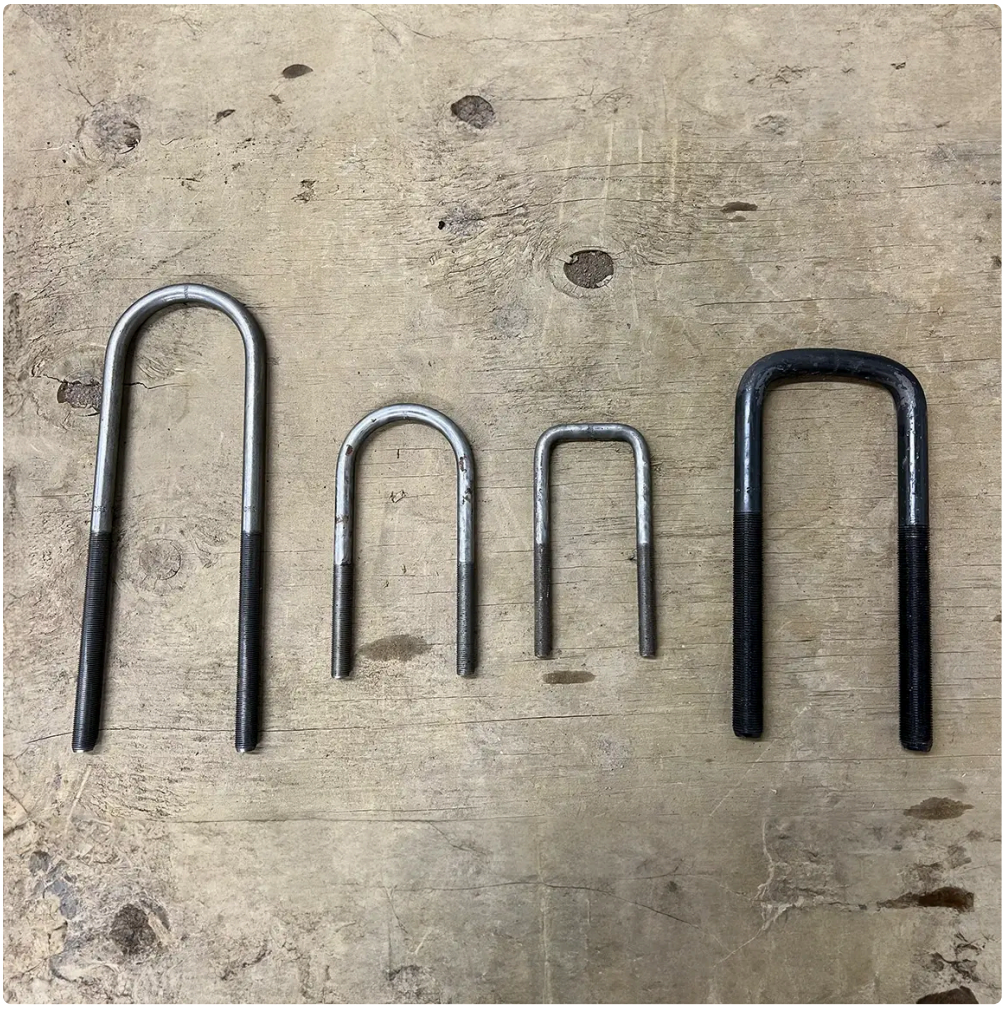
Bigger tube increases bending tightness and raises important speed, however it alters clearance to crossmembers, exhaust, and brake plumbing. On a long shaft, the action from 4 inch to 5 inch OD can move an important speed from roughly 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are estimate, not an alternative to estimation. If you are within a few hundred rpm of your cruise shaft speed, do not gamble. Modification television, divided the shaft with a carrier, or change ratio if your usage case permits it.

Weld yokes and midship stubs must match television size and wall so the weld joint has even heat input and consistent strength. You desire a tidy V-groove, constant feed, and full penetration without burn-through shoulders. The majority of stores will pre-heat much heavier areas and surface with an aligning pass before balance. A driveline that looks straight to the eye can still reveal 0.020 inch overall showed runout. The target is typically under 0.010 inch TIR on the tube and 0.004 to 0.006 at the weld shoulders for sturdy 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. Typical sturdy series include 1710, 1760, 1810, and 1880. Capacity differs with operating angle and lubrication, however 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 better. Do not mix strap bolts across brand names. Bolt length, shoulder, and thread pitch vary, and the wrong bolt provides a false sense of clamp. The majority 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 should 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 fix. On two-piece systems, the phasing changes in foreseeable ways to cancel speed ripple across the provider. If you are not particular, set the assistance angles, then search for the appropriate clocking for the specific plan. 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 performs at exactly no degrees never 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 big sine-wave in speed.

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

Carrier bearings are worthy of genuine mounting. A soft or broken rubber assistance, a bent bracket, or a frame crossmember that can bend under load will show up as oscillation that ruins a cautious balance job. Mount the provider on clean, flat steel, and shim to set height instead of slotting holes. If you change height, recheck angles at every joint.

Balancing and critical speed: understand your numbers

A durable shaft ought to be dynamically balanced at a speed that represents how it will live. Shops vary in approach, however stabilizing at or above the shaft's anticipated highway rpm offers the best read. Including weights to strike zero is not the objective if television or yokes are not straight. Appropriate gross runout first, then balance. A normal heavy truck shaft can be stabilized to a recurring level in the area of a couple of 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 out on a correcting the alignment of 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 way to consider 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 very first critical might sit around 3,000 to 3,200 rpm depending on end constraints and product. With 4.10 gears 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 watch carrier life diminish. Splitting into a two-piece with a midship bearing raises the important speeds and smooths the cabin. You pay in included parts and a little upkeep, however for long wheelbase trucks it is the smart trade.

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

A damaged 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 serious rust pitting. Welded yokes with stretched strap threads or stressing on the cap tires should have replacement. Slip splines with visible wear, looseness under torsion, or galling at the seal land should be changed as a set, male and woman. Construct a fresh balance standard with new components instead of chasing after a compromise.

U-joints present a clear choice. Greaseable joints buy you evaluation and purge ability, at the cost of somewhat smaller sized cross sections and the threat that somebody over-pressurizes a seal and drives grit within. Sealed, non-greaseable joints use greater static 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 whatever, however I am strict about inspection intervals.

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

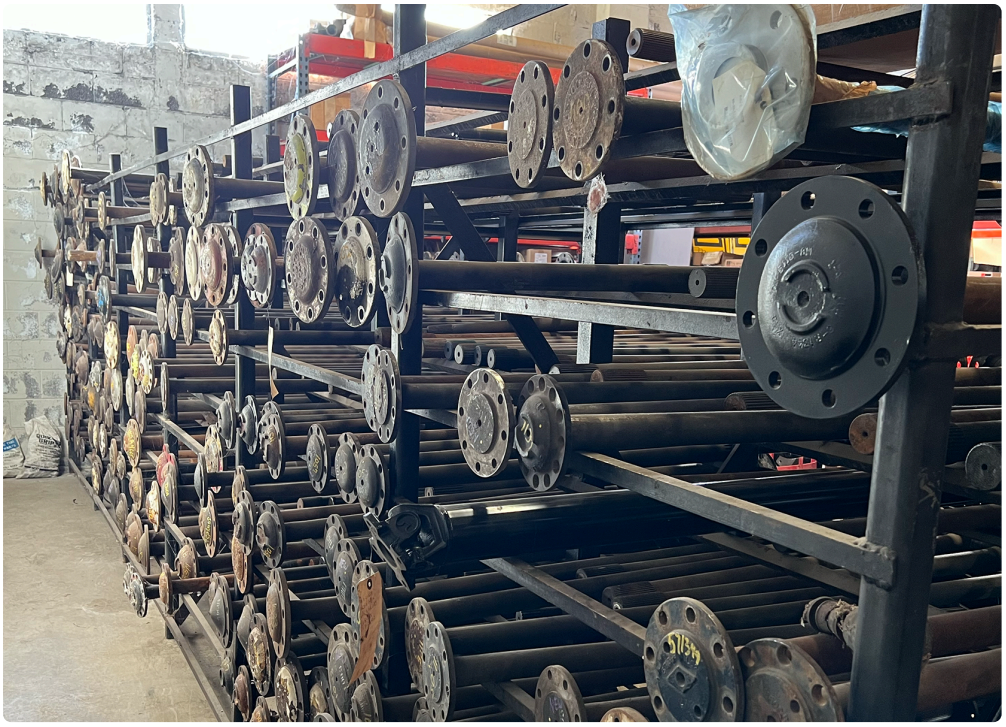
A field story about angles and hardware

We had a trade International been available in with a deep throttle vibration after a spring store lifted the rear an inch to level the truck. They installed pinion shims but reused old U bolts. Within weeks, the axle rotated under load, pressing the pinion angle out by roughly 3 degrees. The truck ate 2 rear U-joints and a provider bearing in less than 10,000 miles. The repair was easy, not inexpensive. 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 crucial speed. Quiet ever since. The lesson repeats: you do not set angles as soon as and forget them. You lock them down with correct clamping force and correct hardware, then you reconsider after the very first thousand miles.

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

Every excellent driveline is backed by good bolts. For strap yokes, always utilize the specified strap and matched bolts. For full-round yokes, tidy the threads, apply the manufacturer-approved threadlocker if required, and torque in a criss-cross pattern. Painted yokes might look neat, however paint in between cap and yoke ear is a creep course. Strip paint where parts seat.

Flange bolts are another trap. Various flanges call for various lengths, shoulder sizes, and thread pitches. Mixing a metric bolt in an inch-thread yoke due to the fact that it felt close is a fast method to strip a bore at roadside. Keep labeled bins and match by part number, not eyeball. It sounds like standard shopkeeping since it is, and it prevents rework.



Shop workflow that respects cause and effect

When we build or rebuild a durable shaft, we follow a repeatable, tight process. The order matters, due to the fact that each step feeds the next and avoids making up for earlier mistakes.

- Inspect and measure at trip height, record angles, and mark phasing. Detect the original complaint.
- Choose tube size, yokes, and U-joint series for torque, length, and vital speed margins.
- Fit, tack, and real on the bench, fixing runout with a dial indicator before last 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 5th action gets avoided more than people confess. A fast loop around the block is not a test. Discover a path where you can hit the speeds and loads that created the initial complaint. Use a known-good stretch of road. If you remain in a fleet with vibration analysis tools, this is where they earn their keep.

Two-piece shafts, double cardans, and PTOs

A long, low-angle two-piece shaft with a midship bearing fixes 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. In some cases packaging forces a compromise. If your front shaft would sit near absolutely no degrees, you can angle the carrier slightly to wake the front joint, then counter that angle in the rear geometry to keep the entire system happy. When space is tight at the transmission, a compact slip near the midship rather than at the transmission can buy clearance.

Double cardan joints, typically called CVs, show up where angle is high at one end. They can run at larger angles more smoothly than a single joint, however they are not a cure-all. They include length and cost, and they concentrate use in more parts. Use them when you need to clear crossmembers, PTOs, or nonstandard trip heights, and make certain 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 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 educate the team about rpm and angle limits.

Maintenance that really avoids failure

Grease schedules wander in the real life. 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 tidy. In mines, on salted winter roads, or in off-road logging, reduce that to 2,500 miles and even weekly. Utilize an NLGI 2 lithium complex grease that matches your temperature level variety. At the slip, include 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 during service. Any roughness, sound, or axial play is a warning. The rubber support ought to look uncracked and firm. A drooping assistance modifications 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 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 jeopardize 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 range depending upon series and store rates. Add 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 carrier, brackets, and both shafts can run greater. These are genuine dollars, however so is a tow and a missed out on shipment. If the original shaft lived near its limits on tube OD, joint series, or critical speed, invest the extra to upsize now. I track resurgences. Almost each time somebody attempted to save a few hundred bucks 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 subtlety that prevents 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 instead of requiring 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. Rotate the shaft after each cap to feel for binding. If a cap binds, pull it back apart and check that all needles stayed upright. Simply one needle tipped on its side will feel fine in the shop 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 operating angles at trip 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 brief note on suspension, pinion angle, and Custom U Bolts

Suspension work and driveline work are wed. If you lift or level a leaf-spring truck, fix the pinion angle with proper shims and lock it down with Custom U Bolts cut to the right 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. Right securing keeps the angles you determined in the shop alive on the road.

Safety and test validation

Use rated stands and chocks when you are under a truck performing at speed on a chassis dyno. Loose clothing and spinning shafts do not blend. On roadway tests, pick paths where you can hold constant speeds. If you have access to a tri-axial accelerometer or a basic phone-based vibration app installed securely, 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 replicate the grievance, do not hand back the truck and hope. Verify under the conditions the motorist actually sees.

The bottom line for trustworthy drivelines

Custom driveline fabrication is equivalent parts measurement discipline, part choice, and attention to small tolerances that intensify at speed. If you set angles within a tight window, choice U-joint series that honestly fit torque and angle, size tube to remain well clear of critical speed, and balance at representative rpm, the truck will feel settled. Set 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 huge invoices.

When you do it right, the result is not dramatic. The mirrors stop shaking, the floorboard goes quiet, and the chauffeur stops considering the driveline completely. 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
Anderson Brothers Truck & Equipment has a phone number of (541) 688-8686

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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

Following a walk through the beautiful Owen Rose Garden, truck owners frequently schedule Drivelines maintenance, Custom U Bolts fabrication, and pick up reliable Truck Parts.