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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Downtime has a price, and driveline vibration has a way of making that cost climb. It begins as a hum under the floor or a mirror that blurs at 45 mph, then grows into u-joint heat, carrier bearing failure, and a service call on

the shoulder. The stakes are not abstract. Excess vibration amplifies wear throughout the whole chassis. Tires scallop, transmission mounts split, differential pinion seals weep, and fuel economy drops half a mile per gallon. If you depend upon a truck to earn, a clean-running driveline is a fundamental item.

You do not need to end up being a machinist to buy driveline work smartly. You do require to know how quality shows up, what tolerances matter, and how to sort a genuine rebuilder from someone who is simply painting rusty shafts and pushing in captive u-joints. This guide strolls through the procedure and the decisions, from measurement and phasing to balancing and custom parts. It covers where custom fabrication makes sense, what great stores provide, and how to avoid costly do-overs.

What a driveline does, and how durable modifications the rules

At its simplest, a driveline transmits turning power from the transmission or transfer case to the axle pinion. In heavy trucks and vocational equipment the assembly often spans cross countries and several joints. You might see a two-piece shaft with a provider bearing on a highway tractor, or 3 pieces with an intermediate jackshaft under a mixer or dispose truck. As length grows, so does the requirement for precise alignment and balance. A few thousandths of an inch of runout that would be safe in a short vehicle shaft can become a shaker when increased over 80 inches of tube and two or 3 joints.

Common components you will experience:

- Tubes, frequently 3.5 to 6 inches in diameter, with wall thickness from around 0.083 to 0.250 inch depending upon torque and span.
- Weld yokes and slip yokes that mate to universal joints and splines.
- Universal joints, greasable or sealed, sometimes with high-angle or full-round caps for extreme service.
- Center or provider bearings for multi-piece drivelines.
- Flange yokes or buddy flanges at the transmission and differential.
- Safety loops or guards in certain applications.

Heavy-duty brings much heavier torque pulsation from diesel engines, steeper angles from raised suspensions or heavy loads, and longer unsupported lengths. Those elements raise sensitivity to phasing, runout, and balance.

Classic symptoms, and what they mean

Vibration has signatures. Skilled techs can typically guess the source by frequency and automobile speed.

A consistent buzz that appears at a particular road speed, independent of engine rpm, points to driveline imbalance or runout. It will typically peak around a critical shaft speed, then taper off or shift if you upshift and alter driveshaft rpm at an offered roadway speed.

A cyclic growl or rumble that modifications on throttle tip-in may be a u-joint brinelling in one aircraft. Heat at a single cap, dry rust powder under a u-joint strap, or micro-spalling inside the caps confirms it.

A shudder on launch, then smooth cruising, tends to be an angle issue or a used slip spline binding as the suspension moves.

A drumming at 20 to 30 miles per hour that vanishes above 40 often implicates a provider bearing assistance or a floppy center support bracket.

Not all shakes come from drivelines. Tires with damaged belts, bent wheels, out-of-round brake drums, bad engine mounts, or a harmed pinion yoke can make complex the picture. Before authorizing a rebuild, it is fair to

ask the store to check yoke pilots, flange face runout, and u-joint bores. A mindful store isolates the problem instead of hanging parts.

The rebuild, step by action, and what quality looks like

An appropriate rebuild starts with inspection. The store checks tube straightness, yoke bore wear, spline lash, and the match in between companion flanges. Many use a V-block and dial indicator, or they mount the shaft in a lathe. Anything over about 0.010 inch total suggested runout on a typical highway-length tube is suspect. On long areas, target values are tighter.

Tube replacement prevails. If television is dented, kinked, greatly rusted, or split at the weld toe, it needs new steel. Good rebuilders stock DOM and electrical resistance bonded tube in common diameters and wall thicknesses, then cut to length, prep on a lathe, and fit new weld yokes. Ask whether they utilize a mandrel to make sure concentricity through the weld, and whether they straighten after welding. Heat input during welding can pull a tube out of true. Shops that avoid correcting the alignment of wind up going after balance weights later.

Phasing matters. U-joints need to be aligned so that the input and output angular accelerations cancel. On a single-piece shaft with 2 u-joints, the yokes at both ends ought to remain in line. On multi-piece assemblies the stages repeat at each section referenced to the provider bearing bracket. If a shaft was marked at disassembly, those witness marks guide phasing on reassembly. If a store returns your shaft without phase marks, ask to add scribe marks or paint stripes. It conserves time the next time the carrier bearing needs replacement.

U-joint options are not insignificant. Greasable joints are convenient and can last a long time in fleet service, however every hole drilled for a zerk lowers cross strength and can focus tension. Sealed sturdy joints with larger trunnions carry more load and often run smoother. On highway tractors, a high quality sealed joint can run 300 to 500 thousand miles. On mixers, refuse trucks, or rake trucks that see contamination and high angles, greasable full-round joints might be the sure thing. The key is consistent maintenance and preventing inexpensive bearings with soft caps that fret in the yokes.

Slip splines should have attention. If you feel notchiness as you compress the slip by hand, it is used. Search for polishing, broad lash, or dry rust on the male spline. Some applications utilize layered splines or dust boots to extend life. An oversize or long travel slip might be needed after wheelbase changes. It is much better to spec the best slip length than to rely on a limited engagement that tears out under axle wrap.

Carrier bearings fail in 2 methods. The rubber isolator rips or collapses, or the bearing itself brinnells. Either can trigger alignment shifts, especially under torque. When changing a carrier, examine the bracket and shims, and verify the bracket is not bent. Even a couple of millimeters of balanced out can change joint angles enough to feed vibration at highway speeds.

Once welded and phased, the assembly goes to the balancer. That is where excellent shops different themselves.

What balancing truly entails

Balancing is not a single number on a screen. It is a process of measuring recurring unbalance and remedying it with weights precisely placed at one or more aircrafts. Short, stiff shafts might just require single airplane corrections near the center of gravity. Long heavy-duty drivelines typically require two airplane vibrant balancing. The balancer spins the shaft at a set speed and steps amplitude and angle of unbalance at each end. The operator then adds weight at recommended clock angles.

Numbers differ by store and by shaft size, but a qualified target for a highway tractor shaft is typically in the range of a couple of gram inches to low ounce inches per aircraft. The point is not the exact unit, it is consistency and documents. If you ask for balance reports, a serious store can print or email them, including correction weights and their positions.

Critical speed is the killer that typically gets neglected. Every shaft has a speed where it wants to bow or whip. That speed depends on length, size, wall density, assistance bearings, and product. You can estimate it roughly, but stores with experience know to examine anticipated service rpm against critical speed. They may upsize tube diameter to raise the margin, shorten periods with an added provider bearing, or change tube density to change tightness. Paint can conceal sins, however it will not change crucial speed. If a truck returns with a shaft that vibrates just in leading gear at highway speeds, and the vibration scales with speed but not load, crucial speed is suspect.

Weight style matters too. Weld-on pieces provide strong retention in off-road service, however they can make complex future weld repair work and trap debris. Stick-on weights look neat but can fly off in heat and oil. Ask the store how they secure weights and whether they seal over corrections to keep balance stable in service.

Finally, some issues require on-vehicle balancing. When a vibration reveals only under extremely specific load and speed windows, and a free-spinning shaft on a bench balancer looks fine, an on-truck balancer can reveal resonance in the assembled system. Few shops do this typically, but it is a mark of a diagnostician instead of a parts hanger.

Materials, fabrication, and the little information that add up

Tube quality drives service life. Drawn-over-mandrel tube gives a smooth inside size, tight tolerance, and great straightness. Electric resistance bonded tube can work well in moderate service if the weld seam is managed and oriented regularly. On extreme torque builds, thicker walls tame deflection, but weight climbs up and critical speed drops for a given size. Lots of vocational drivelines live in between 0.120 and 0.188 inch wall, while long spans or high torque setups utilize 0.219 or 0.250. There is no complimentary lunch. Much heavier wall manages abuse however needs attention to balance and speed limits.

Yoke metallurgy shows up when you tighten straps or press bearings. Cheap cast yokes deform, and the cap bores oval out. Good yokes are created and machined to spec. Try to find clean fillets, uniform finish in the bores, and no chatter on the clamp deals with. If you run full-round joints with bearing straps, the bolt holes must not be stretched or out of round. On strap and bolt joints, reuse bolts just if they fulfill the maker's torque spec and are not necked.

Weld quality shows up. An uniform bead with appropriate width, without undercut or porosity, tells you the welder controlled heat input. Extreme bluing or burned paint far beyond the joint hints at poor heat control and likely tube distortion. After welding, truing is not optional. Aligning presses and dial indications come out before the shaft ever hits the balancer.

Phasing marks are complimentary to include and conserve aggravation down the roadway. So are paint dots on the caps that connect back to recorded torque specs. Little touches like those associate with mindful balancing.

When custom fabrication is the best move

If you changed wheelbase, moved a transmission, swapped an axle ratio with a various pinion balanced out, or included a PTO, stock parts may not fit or carry out. Custom fabrication shines when geometry modifications. Examples from the store floor:

- A logging truck that got a 20 inch stinger for a self-loader needed a two-piece driveline with an included provider bearing to keep important speed above cruise rpm.
- A dump truck with an aftermarket rubber block suspension squatted loaded and raised angles at the rear joint past 6 degrees. A larger size tube and high-angle u-joints brought angles and speed change into a safe zone.
- An older decline truck with broken crossmembers needed a new center assistance bracket. The store made a gusseted plate, then used shims to bring the carrier bearing back into airplane with the transmission output.

Custom U Bolts enter the story quicker than many owners expect. Axle housing seats, leaf spring packs, and aftermarket lift blocks tend to make standard shelf U-bolts a dangerous guess. A proper U-bolt has the ideal bend radius to match the axle tube, rolled threads for strength at the root, proper leg length to catch the stack with custom U bolts Anderson Brothers Truck & Equipment room for a couple of threads proud, and either zinc plating or a finish to slow corrosion. Bent-from-all-thread is a common corner cut that stops working early. Shops that make Custom U Bolts internal take measurements from the actual axle and spring stack and bend on a press with the right dies. Torque matters here too. A heavy tandem axle can require 250 to 450 pound feet on U-bolt nuts. Without that securing force, the axle can stroll and throw pinion angle into turmoil. If your driveline established vibration right after spring work, put a torque wrench on every U-bolt, then recheck angles.

How to measure for a new or reconstructed shaft without guessing

Shops can only develop what you ask for, and measurement mistakes result in pricey returns. When in doubt, an excellent rebuilder will crawl under the truck and step personally. If you should supply measurements yourself, utilize this brief checklist.

- Record the car at ride height, on the ground, with typical load. Step from flange face to flange face, not off the edges of the yokes.
- Note spline count and significant size on slip yokes. Count twice. Lots of look alike in the beginning glance.
- Check pilot diameters and bolt patterns on buddy flanges. A millimeter error can avoid assembly.
- Capture u-joint series by determining cap size and period between yoke ears. Do not presume based upon year or model.
- Document operating angles at each joint. A basic digital angle finder on the yokes and tube gives you the data to keep each joint under approximately 3 degrees for highway usage, or to validate high-angle parts if needed.

If the chassis is incomplete or the angle will alter with last trip height, make that clear. A couple of added words on the work boss air trip pressure or empty versus packed position avoid surprises.

Choosing the right shop, and what to ask before you buy

A couple of questions separate the real driveline specialists from parts swappers and paint artists.

- What balance method do you use on sturdy drivelines, single plane or two aircraft, and can you provide balance reports if needed?
- What runout requirements do you hang on finished tubes of my length? How do you appropriate weld pull, and do you align before balancing?
- What tube stock and yokes do you utilize, and how do you pick wall density and diameter for crucial speed margin in my application?

- How do you stage and mark multi-piece drivelines relative to the provider bearing bracket, and do you document u-joint torque specifications on return?
- What guarantee do you provide on rebuilt drivelines, u-joints, and provider bearings, and what failures are omitted, such as bent yokes from impact or operating beyond angle limits?

Clear, particular responses are a great indication. So is a store that declines a job if your asked for geometry will run too near to critical speed. That kind of pushback conserves you roadway calls later.

Truck parts quality, and where to invest versus save

Not all Truck Parts carry equivalent weight in driveline health. You can typically save money on non-rotating brackets or security loops. Spend thoroughly on the rotating core.

U-joints sit at the top of the quality stack. Trustworthy brand names hold tolerances on cap size and trunnion surface. Low-cost joints come with sloppy needles that pound into dust and caps that worry in the yoke. If rate seems too great, it is. In occupation fleets, a failed joint usually takes straps, caps, and in some cases ears with it. The resulting downtime dwarfs the savings.

Carrier bearings are another part where quality shows up. Look at the rubber isolator. Company, uniform rubber with good bond lines and a sturdy bracket lives longer than thin rubber that droops in months. Bearings with correct seals and grease fill last. Purchasing a complete assistance that matches your frame bracket simplifies shimming and alignment.

Slip yokes and splines should match product and finish to the environment. In salt areas, a phosphate or nickel treatment can slow pitting. If you run heavy PTO use at odd angles, a slip with more engagement length minimizes wear. As soon as the spline rocks, no amount of grease will recuperate a smooth launch.

Companion flanges have pilots that center the joint. Wear here is subtle however severe. If the pilot gets wallowed, focusing shifts off the bolts and you will chase balance permanently. Replace worn flanges instead of stacking tolerance on tolerance.

For non-rotating hardware, Custom U Bolts should have the exact same respect as the turning pieces. They keep the axle in place, which manages pinion angle under load. Quality U-bolts with correct nuts and hardened washers hold torque. Ask for rolled threads and confirm surface. In fleets that service gravel or off-road, a coat of paint or wax on exposed threads pays for itself.

Angles, ride height, and multi-piece alignment

Even the best well balanced shaft will shake if joint angles are incorrect. Universal joints do not send torque at constant speed when angled. Two joints in series, correctly phased and at equal angles, cancel each other's speed variation. Issues develop when the angles differ, or when the center bearing in a multi-piece shaft sits off-plane.

For highway usage, keeping operating angle at each joint under about 3 degrees is a good rule. Under 1 degree is ideal but frequently impractical with frame crossmembers and product packaging. Employment trucks that cycle suspension travel more need to have low angles at small ride height to minimize wear. Utilize a digital inclinometer to measure the transmission output, the shaft, and the pinion. The angle between the shaft and each yoke face is what matters. Do not presume frame level equals angle correct.

On two-piece drivelines, the center bearing need to be square to the first shaft and in plane with the output. A shim stack that is off by even a percentage sets the 2nd shaft at an odd angle and adds a radio frequency rumble.

Lots of providers mount on slotted holes. Torque the fasteners with the truck at trip height and recheck after a hundred miles. Rubber relaxes, and shims can seat.

Suspension changes complicate everything. Air trip that runs a different pressure empty versus loaded will change pinion angle in service. A lift that utilizes blocks without pinion angle correction can push a rear joint beyond its pleased range. Before you blame balance, check ride height, torque rods, leaf spring bushings, and U-bolt torque.

Cost, turn-around, and practical expectations

Prices move with area and supply, but normal ranges hold across stores that do careful work.

A simple single-piece highway driveline with new tube, two new u-joints, and vibrant balance often lands in the 500 to 1,200 dollar variety. A long, large diameter tube with premium joints may run greater. Multi-piece assemblies with a new provider bearing, 3 joints, and alignment can range from 1,200 to 3,000 dollars depending on material and parts brand. Balance just, if your parts are sound, can be 150 to 400 dollars.

Turnaround times differ with work and parts on hand. A store that stocks common tube sizes, weld yokes, and u-joints can turn an easy rebuild in a day or 2. Custom fabrication that alters diameter, includes a provider bracket, or requires uncommon yokes takes longer. Anticipate a week if parts must be ordered.

If you need field service or on-vehicle balancing, factor in travel and setup charges. Spending for a tech who brings an angle finder, torque wrench, and the judgment to say no to a bad geometry is seldom wasted money.

Maintenance that keeps balance true

A balanced shaft can head out once again if upkeep slips. Grease intervals for u-joints vary, but a practical rhythm for daily-use occupation trucks is every 5 to 10 thousand miles, quicker in damp or infected environments. Purge old grease till fresh appears at all 4 caps, then clean excess that can draw in grit. Do not forget the slip spline. A small amount of the appropriate grease on the male and inside the female minimizes stick-slip shudder. Use grease suggested for splines, often a moly blend.

Torque checks stop parts from walking. After any driveline service, put a torque wrench on strap bolts, carrier bearing fasteners, and Custom U Bolts at 50 to 100 miles. Straps extend a little, rubber seats, and paint crushes. Verifying clamp load captures problems early. Record these checks. If a strap bolt turns easily after a brief run, replace it. Stretched bolts do not hold torque reliably.

Keep an eye on seals and installs. A pinion seal that starts weeping might be a result, not a cause. Vibration hammers seals and bearings. Engine and transmission installs that sag transfer more motion into the shaft. Replace per schedule or at the first indication of cracking.

Finally, deal with balance weights with respect. If you observe a missing weight or a fresh bare metal spot where a weight used to sit, get the shaft rebalanced before it gets bearings.

Final buying advice

You can purchase driveline work the method people purchase tires, by cost and schedule, or you can buy it the method fleets with low downtime do, by specification and credibility. Bring information. Angles, lengths, spline counts, and anticipated load assist a good store construct as soon as and build right. Ask for tolerances, not slogans. Expect to pay a little bit more for tight balancing, straight tubes, and documented phasing. It repays in fewer callbacks and less time on the shoulder.

When work expands beyond a simple rebuild, do not hesitate of custom fabrication. If geometry changes, custom beats compromise. That consists of Custom U Bolts for suspension integrity and appropriate pinion angle. When you add a provider bearing or modification tube diameter, have the shop talk you through critical speed and the compromises in between stiffness and weight. If they speak in specific numbers and practical constraints, you remain in excellent hands.

Drivelines are not glamorous Truck Parts. They do their best work undetected. With the ideal choices and a store that cares about the thousandths, they will stay that way.



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 a website https://andersonbrotherste.com/
Anderson Brothers Truck & Equipment has Google Maps listing https://maps.app.goo.gl/ta67Qi9fc5DCZZzp7
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 visiting Skinner Butte Park, truck owners and fleet managers nearby often rely on trusted Drivelines service, Custom U Bolts fabrication, and dependable Truck Parts to keep their vehicles running smoothly.