

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 steady 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 wrong, the shake travels from the floorboard to the mirror stalks, U-joints scar themselves to death, and gears start to chatter. Getting a custom driveline built or fixed is not a high-end item for show trucks. It is core dependability work, the kind 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 viewed competent producers tack, check, and remedy a shaft 3 times simply to claw back a couple of thousandths of runout, because they understood that sloppiness here appears later at 65 mph as heat in a cheap provider bearing. The details pay off.

Start with the problem, not the parts

It is tempting to leap to new yokes and thicker tube, but the very best custom driveline work begins with a clear diagnosis. Not all vibrations point to the exact same fix. A rumble that rises with road speed frequently traces to shaft balance, tire or wheel problems, or a bent tube. A pulsing under heavy throttle at low speed can be U-joint brinelling, used slip splines, or a bad carrier bearing. A harmonic that peaks near a particular highway speed mean an important speed concern. Getting orientation from those patterns conserves cash and steers every option that follows, from tube size 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 throughout coast or grows under load. That page becomes your develop spec as much as any measurement.

Measure for fitment like it is aerospace

A sturdy shaft that is the incorrect length, or the ideal 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 ought to be at normal driving height. Raised 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 use shims under leaf springs to correct pinion angle, those shims change the stack height, and you require longer U bolts with full thread engagement and correct torque. Sloppy securing 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 blended flange patterns or half-round yokes change how you determine and what adapters you may require. Keep in mind pilot sizes, bolt circle sizes, and spline count at the slip. On heavy trucks I still see three separate yoke sizes on the same vehicle: 1710 at the transmission, 1760 midship, and 1810 at the axle. Blending these accidentally complicates balance and service.

A few key 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 properly to cancel speed variations. If the truck got here with a misphased shaft, do not copy the mistake. Correct it.

Here is a compact list I use 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, provider bearing, and pinion, within 0.5 degree match where required
- Slip spline travel offered vs required, including seal land and stop-to-stop distances
- Frame installing points and rigidity for any carrier bearing or midship support

Materials and tube sizing are torque math, not guesswork

Most sturdy drivelines use DOM steel tube, frequently 1020 or 1026. Wall density typically falls 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 severe task or high rpm environments however is not common in employment trucks due to the fact that the expense rarely buys proportional benefit for the [Anderson Brothers Truck & Equipment truck parts](#) rpm range. Aluminum shafts have weight benefits, however in heavy service they can trade dent resistance and long-lasting toughness for a weight number that does not change revenue. For the majority of fleets, stout steel pages the bills.

Bigger tube increases bending tightness and raises important 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 approximately 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are estimate, not a replacement for estimation. If you are within a couple of hundred rpm of your cruise shaft speed, do not bet. Modification the tube, split the shaft with a provider, or adjust ratio if your use case permits it.

Weld yokes and midship stubs should match the tube size and wall so the weld joint has even heat input and consistent strength. You desire a clean V-groove, stable feed, and full penetration without burn-through shoulders. The majority of stores will preheat much heavier areas and surface with a straightening pass before balance. A driveline that looks straight to the eye can still show 0.020 inch total suggested runout. The target is normally 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 gear 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 rating and cap size. 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 blend strap bolts across brands. Bolt length, shoulder, and thread pitch differ, 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. Always validate from the yoke maker's specification sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft need to sit on the exact same airplane. 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 modifications in foreseeable ways to cancel speed ripple throughout the carrier. If you are not certain, set the support angles, then search for the appropriate clocking for the specific plan. A wrong guess shows up on the first test drive.

Angles, provider bearings, and why one degree can matter

U-joints like to move. A joint that runs at precisely no degrees never ever 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 similar logic but add the carrier. Set the provider bracket so that the front and rear areas each live in a comfortable angle window. Try to keep the front shaft brief and stiff to press vital speed higher. On long wheelbase tractors, splitting the total length into a front shaft around 40 inches and a rear that fits the axle spacing typically keeps both within safe rpm.

Carrier bearings deserve real installing. A soft or split rubber assistance, a bent bracket, or a frame crossmember that can bend under load will show up as oscillation that ruins a cautious balance task. Mount the provider on clean, flat steel, and shim to set height instead of slotting holes. If you adjust height, recheck angles at every joint.

Balancing and crucial speed: know your numbers

A durable shaft should be dynamically stabilized at a speed that represents how it will live. Shops vary in approach, however stabilizing at or above the shaft's anticipated highway rpm gives the very best read. Including weights to hit no is not the objective if television or yokes are not directly. Right gross runout first, then balance. A typical heavy truck shaft can be stabilized to a recurring level in the neighborhood of a few gram-inches, frequently tighter on shorter, stiffer pieces. If a shop 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 first bending mode gets delighted. Long, thin shafts hit it at remarkably low speeds. Here is a useful way to think about 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 first critical might sit around 3,000 to 3,200 rpm depending upon end constraints and product. 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. Hit a downhill at 72 miles per hour and you may kiss the mode, feel a buzz, and view carrier life shrink. Splitting into a two-piece with a midship bearing raises the important speeds and smooths the cabin. You pay in added parts and a little maintenance, however for long wheelbase trucks it is the wise trade.

Repair and rebuild: when to conserve 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 damage, a kink, or severe rust pitting. Welded yokes with stretched strap threads or fretting on the cap tires should have replacement. Slip splines with visible wear, looseness under torsion, or galling at the seal land should be replaced as a set, male and female. Build a fresh balance standard with new components rather than chasing a compromise.

U-joints present a clear option. Greaseable joints purchase you evaluation and purge capability, at the expense of slightly smaller random sample and the threat that somebody over-pressurizes a seal and drives grit inside. Sealed, non-greaseable joints provide higher static strength and 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 stringent about evaluation intervals.

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

A field story about angles and hardware

We had a vocational International been available in with a deep throttle vibration after a spring shop raised the rear an inch to level the truck. They set up pinion shims but recycled old U bolts. Within weeks, the axle turned under load, pressing the pinion angle out by approximately 3 degrees. The truck consumed two rear U-joints and a provider bearing in less than 10,000 miles. The fix was simple, not low-cost. We reset the angles, set up 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 vital speed. Peaceful since. The lesson repeats: you do not set angles when and forget them. You lock them down with appropriate clamping force and right 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 good bolts. For strap yokes, always use the defined strap and matched bolts. For full-round yokes, tidy the threads, use the manufacturer-approved threadlocker if required, and torque in a criss-cross pattern. Painted yokes may look tidy, but paint in between cap and yoke ear is a creep path. Strip paint where parts seat.

Flange bolts are another trap. Various flanges require various lengths, shoulder sizes, and thread pitches. Blending a metric bolt in an inch-thread yoke because 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 standard shopkeeping due to the fact that it is, and it prevents rework.

Shop workflow that appreciates cause and effect

When we construct or rebuild a heavy-duty shaft, we follow a repeatable, tight process. The order matters, due to the fact that each action feeds the next and prevents compensating for earlier mistakes.

- Inspect and procedure at ride height, record angles, and mark phasing. Diagnose 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, correcting 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 road test under load.

That fifth action gets skipped more than people admit. A fast loop around the block is not a test. Discover a route where you can strike the speeds and loads that developed the original grievance. Use a known-good stretch of roadway. 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 solves most long wheelbase problems, but the layout matters. You desire the geometry such that each joint works within that friendly 1 to 3 degree window. Often product packaging forces a compromise. If your front shaft would sit near 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 whole system happy. When area is tight at the transmission, a compact slip near the midship rather than at the transmission can purchase clearance.

Double cardan joints, frequently called CVs, show up where angle is high at one end. They can run at bigger angles more smoothly than a single joint, however they are not a cure-all. They add length and cost, and they focus wear in more parts. Use them when you have to clear crossmembers, PTOs, or nonstandard trip heights, and make certain the rest of the shaft is sized to match the torque they will see.

PTO shafts bring their own threats. They see high angles at low engine speed throughout work cycles where the operator is concentrated on hydraulics, not the truck. I have seen PTO shafts with ideal balance still stop working due to the fact that 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 high, and educate the crew about rpm and angle limits.

Maintenance that in fact avoids failure

Grease schedules wander in the real world. Set intervals in miles or hours and anchor them to the heaviest service in your fleet, not the lightest. For many heavy trucks with greaseable joints, a 5,000 to 10,000 mile interval works if the environment is tidy. In mines, on salted winter roadways, or in off-road logging, reduce that to 2,500 miles or even weekly. Utilize an NLGI 2 lithium complex grease that matches your temperature variety. At the slip, add grease till 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 should have a feel test. Spin them by hand throughout service. Any roughness, noise, or axial play is a caution. The rubber support ought to look uncracked and company. A drooping assistance modifications angles enough to present 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 a clue that torque fell off. Change bolts that have been heat-stretched or necked down. Keep extra Truck Parts on hand, from typical U-joint sets to straps and flange bolts, so you do not compromise with the incorrect hardware under time pressure.

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

A simple heavy-duty rebuild with new U-joints and a balance might land in the 400 to 700 dollar range depending on series and store rates. Include 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 provider, brackets, and both shafts can run higher. These are

genuine dollars, but so is a tow and a missed out on shipment. If the original shaft lived near its limitations on tube OD, joint series, or crucial speed, invest the additional to upsize now. I track resurgences. Almost every time somebody attempted to conserve a few 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 rebuilt shaft enters, clean the flange faces. Rust and paint flake will crush under torque and unwind the joint. Center the shaft on pilots rather than forcing bolts to center it. On half-round yokes, seat the caps squarely, tap them with a brass drift to settle the needles, then torque gradually 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. Just one needle tipped on its side will feel great in the store and stop working in service.

Set the carrier height utilizing shims instead of spying on slotted holes. Verify that the rubber is not pre-loaded into a twist. Reconsider running angles at trip height, and record them. Those numbers become your baseline when somebody 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 short 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 appropriate shims and lock it down with Custom U Bolts cut to the correct 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 simply a traction problem. It is a U-joint killer. Correct clamping keeps the angles you determined in the store alive on the road.

Safety and test validation

Use rated stands and chocks when you are under a truck performing at speed on a chassis dyno. Loose clothing and spinning shafts do not mix. On roadway tests, choose paths where you can hold steady speeds. If you have access to a tri-axial accelerometer or a basic phone-based vibration app installed securely, log a baseline. A light, sharp vibration increasing with speed points to balance. A slow, heavy thump under acceleration points toward joint or angle. If you can not duplicate the complaint, do not restore the truck and hope. Verify under the conditions the driver really sees.

The bottom line for reputable drivelines

Custom driveline fabrication is equivalent parts measurement discipline, component option, and attention to small tolerances that compound 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 critical 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 slow creep of problems that develop into huge invoices.

When you do it right, the result is not remarkable. The mirrors stop shaking, the floorboard goes quiet, and the driver stops considering the driveline totally. 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 browsing local vendors at the [Eugene Saturday Market](#), many truck drivers plan maintenance visits for Drivelines repair, Custom U Bolts production, and quality Truck Parts.