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, 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, foreseeable, 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 begin to chatter. Getting a custom driveline developed or repaired is not a high-end product for show trucks. It is core dependability work, the type of attention that keeps a fleet's cost per mile within projection and prevents roadside calls that occur at the worst time.

This is a trade where numbers matter as much as the torch. I have actually seen experienced producers tack, check, and fix a shaft three times simply to claw back a couple of thousandths of runout, since they knew that sloppiness here appears later at 65 mph as heat in an inexpensive provider bearing. The information pay off.

Start with the problem, not the parts

It is tempting to jump to new yokes and thicker tube, however the best custom driveline work starts with a clear diagnosis. Not all vibrations point to the same repair. A rumble that rises 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 specific highway speed hints at a critical speed issue. Getting orientation from those patterns conserves money and guides every choice that follows, from tube size to joint series to whether you divided a long single shaft into a two-piece with a midship bearing.

I keep notes from test drives. Develop the practice of logging when the vibration appears, what equipment, throttle position, speed, and whether it fades during coast or grows under load. That page becomes your build spec as much as any measurement.

Measure for fitment like it is aerospace

A well-built shaft that is the incorrect length, or the best length with the wrong operating angle, is still a failure. Set trip height initially, with the truck as it will live when working. Air suspensions need to 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 appear in the real world. If you use shims under leaf springs to remedy pinion angle, those shims change the stack height, and you require longer U bolts with complete thread engagement and proper torque. Sloppy securing lets the axle rotate under load, which kills U-joints and splines.

For measurements, be exact and consistent. Tail real estate flange to pinion flange is the common standard, but blended flange patterns or half-round yokes change how you determine and what adapters you might require. Keep in mind pilot sizes, bolt circle diameters, and spline count at the slip. On heavy trucks I still see 3 separate yoke sizes on the very same vehicle: 1710 at the transmission, 1760 midship, and 1810 at the axle. Mixing these inadvertently makes complex balance and service.

A few essential figures assist length: go for mid-travel at the slip when the truck sits at trip height. Leave adequate 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 way, depending upon geometry. Mark phasing before teardown. On two-piece shafts, the front and rear must be timed properly to cancel velocity variations. If the truck showed up with a misphased shaft, do not copy the error. Proper it.

Here is a compact checklist I utilize before devoting to tube size or yokes:

- Driveline length at ride height and at complete bump and droop
- Flange types, pilot sizes, bolt circle, and U-joint series at each end
- Operating angles at transmission output, carrier bearing, and pinion, within 0.5 degree match where required
- Slip spline travel readily available vs needed, including seal land and stop-to-stop distances

- Frame mounting points and rigidity for any carrier bearing or midship support

Materials and tube sizing are torque math, not guesswork

Most heavy-duty drivelines use DOM steel tube, typically 1020 or 1026. Wall density normally falls in between 0.120 and 0.188 inch, with outdoors diameters of 3.5 to 6 inches depending on torque and length. Chromoly, like 4130, shows up in extreme responsibility or high rpm environments however is not typical in vocational trucks since the expense hardly ever purchases proportional advantage for the rpm range. Aluminum shafts have weight benefits, but in heavy service they can trade damage resistance and long-term sturdiness for a weight number that does not alter income. For the majority of fleets, stout steel pages the bills.

Bigger tube increases bending stiffness and raises crucial speed, however it alters clearance to crossmembers, exhaust, and brake pipes. On a long shaft, the step from 4 inch to 5 inch OD can move a critical speed from roughly 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are ballpark figures, not a substitute for estimation. If you are within a few hundred rpm of your cruise shaft speed, do not gamble. Modification the tube, split the shaft with a carrier, or change ratio if your use case enables 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 want a tidy V-groove, stable feed, and full penetration without burn-through shoulders. The majority of stores will pre-heat 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 showed runout. The target is generally under 0.010 inch TIR on television 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 gear choice

Pick U-joint series based upon torque and joint angle, not what was on the rack. Common sturdy series consist of 1710, 1760, 1810, and 1880. Capacity differs with operating angle and lubrication, however as a rough guide, moving from 1710 to 1810 is a significant jump in torque rating and cap size. Full-round yokes with bolted bearing caps hold 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 incorrect bolt uses 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 spec sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft should rest on the very same plane. If one ear is clocked a couple of degrees out, the shaft presents a second-order vibration that balance can not fix. On two-piece systems, the phasing modifications in predictable ways to cancel velocity ripple across the provider. If you are not certain, set the support angles, then look up the appropriate clocking for the specific arrangement. An incorrect guess appears 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 absolutely no degrees never ever turns its needles, which chews flats in the bearings, then grows vibration under light load. Aim 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 variety keeps the needles alive without developing a big sine-wave in speed.

Two-piece shafts follow comparable logic however include the carrier. Set the carrier bracket so that the front and rear sections each live in a comfortable angle window. Try to keep the front shaft short and stiff to push

critical speed higher. On long wheelbase tractors, splitting the general length into a front shaft around 40 inches and a back that fits the axle spacing often keeps both within safe rpm.

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

Balancing and vital speed: know your numbers

A heavy-duty shaft need to be dynamically stabilized at a speed that represents how it will live. Shops differ in method, but stabilizing at or above the shaft's expected highway rpm provides the best read. Adding weights to strike absolutely no is not the objective if the tube or yokes are not directly. Appropriate gross runout first, then balance. A normal heavy truck shaft can be stabilized to a recurring level in the community of a couple of gram-inches, typically tighter on much shorter, stiffer pieces. If a store needs to stack a handful of slugs around the area, you likely missed a correcting step.

Critical speed is the rpm where the shaft's first bending mode gets excited. Long, thin shafts hit it at surprisingly low speeds. Here is a useful way to think about it. Expect a tandem dump utilizes a single rear shaft measuring about 72 inches of exposed tube, 5 inch OD, 0.125 wall. That shaft's very first important might sit around 3,000 to 3,200 rpm depending on end constraints and material. With 4.10 gears and 11R22.5 tires, shaft rpm at 65 mph could be roughly 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 watch provider 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 maintenance, but 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 constantly a total loss. You can true a bent tube, though the success window closes if it has a deep dent, a kink, or severe rust pitting. Bonded yokes with extended strap threads or worrying on the cap bores should have replacement. Slip splines with noticeable wear, looseness under torsion, or galling at the seal land ought to be replaced as a set, male and female. Build a fresh balance baseline with new components rather than chasing a compromise.

U-joints present a clear choice. Greaseable joints purchase you inspection and purge capability, at the expense of a little smaller sample and the danger that somebody over-pressurizes a seal and drives grit inside. Sealed, non-greaseable joints provide greater static strength and better sealing for fleets that do not trust grease schedules. I have actually spec 'd sealed joints for winter season salt states where brine eats everything, however I am rigorous about examination intervals.

Heat marks on the cross, bad cap fits, and brinelled needles justify replacement. Withstand the habit of swapping simply one joint in a two-joint shaft that has actually been knocking for months. If one is gone, the other has endured the exact same misalignment or lack 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 lifted 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, pushing the pinion angle out by approximately 3 degrees. The truck consumed 2 rear U-joints and a carrier

bearing in less than 10,000 miles. The fix was basic, not low-cost. We reset the angles, installed fresh Custom U Bolts sized for the taller stack, and changed the rear shaft with a 5 inch tube to get a little more headroom on vital speed. Peaceful ever since. The lesson repeats: you do not set angles once and forget them. You lock them down with appropriate securing force and appropriate hardware, then you reconsider after the first thousand miles.



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

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

Flange bolts are another trap. Different flanges require different lengths, shoulder diameters, and thread pitches. Mixing a metric bolt in an inch-thread yoke because it felt close is a quick way to strip 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 develop or rebuild a durable shaft, we follow a repeatable, tight process. The order matters, due to the fact that each action feeds the next and avoids compensating for earlier mistakes.

- Inspect and measure at ride height, record angles, and mark phasing. Identify 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, remedying runout with a dial indication before final weld.
- Straighten as required, then dynamically balance at or near expected operating rpm.
- Install with correct hardware, set provider height and pinion angle, torque fasteners, and road test under load.

That fifth step gets skipped more than individuals admit. A fast loop around the block is not a test. Find a path where you can strike the speeds and loads that developed the initial 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 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 product packaging requires a compromise. If your front shaft would sit near absolutely no degrees, you can angle the provider a little to wake the front joint, then counter that angle in the rear geometry to keep the entire system delighted. When space is tight at the transmission, a compact slip near the midship rather than at the transmission can purchase clearance.

Double cardan joints, typically 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 need to clear crossmembers, PTOs, or nonstandard ride heights, and make certain the remainder 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 during work cycles where the operator is concentrated on hydraulics, not the truck. I have seen PTO shafts with ideal 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 duty if the angle is high, and inform the crew about rpm and angle limits.



Maintenance that in fact prevents 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 many heavy trucks with greaseable joints, a 5,000 to 10,000 mile interval works if the environment is clean. In mines, on salted winter roads, or in off-road logging, shorten that to 2,500 miles and even weekly. Use an NLGI 2 lithium complex grease that matches your temperature variety. 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 are worthy of a feel test. Spin them by hand during service. Any roughness, noise, or axial play is a caution. The rubber assistance ought to look uncracked and company. A drooping assistance changes 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 a clue that torque fell off. Change bolts that have been heat-stretched or necked down. Keep extra Truck Parts on hand, from common U-joint packages to straps and flange bolts, so you do not compromise with the wrong hardware under time pressure.



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

An uncomplicated heavy-duty rebuild with new U-joints and a balance may land in the 400 to 700 dollar variety depending on series and shop rates. Include a new slip spline and yokes, and you are most likely in the 800 to 1,500 dollar window. A two-piece conversion with a new carrier, brackets, and both shafts can run greater. These are real dollars, but so is a tow and a missed out on delivery. If the initial shaft lived near its limits on tube OD, joint series, or vital speed, spend the extra to upsize now. I track comebacks. Nearly each time somebody attempted to conserve a few hundred bucks by keeping limited tube on a long shaft, we saw the truck once again for a balance redo or a carrier swap within months.

Installation nuance that avoids do-overs

Before the new or rebuilt shaft goes in, clean up the flange deals with. Rust and paint flake will squash under torque and relax 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. Simply one needle tipped on its side will feel great in the shop and fail in service.

Set the carrier height using shims rather than prying on slotted holes. Validate that the rubber is not pre-loaded into a twist. Reconsider operating angles at trip height, and tape-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 short note on suspension, pinion angle, and Custom U Bolts

Suspension truck parts work and driveline work are wed. If you lift or level a leaf-spring truck, fix the pinion angle with correct shims and lock it down with Custom U Bolts cut to the correct length, not reused hardware with over-stretched threads. Torque them in phases, cross-pattern, and retorque after the first 100 to 200 miles. Axle wrap under torque is not simply a traction issue. It is a U-joint killer. Right clamping 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 running at speed on a chassis dyno. Loose clothing and spinning shafts do not blend. On road tests, choose routes where you can hold stable speeds. If you have access to a tri-axial accelerometer or a simple phone-based vibration app mounted safely, log a baseline. A light, sharp vibration increasing with speed points to balance. A slow, heavy thump under velocity points toward joint or angle. If you can not replicate the complaint, do not hand back the truck and hope. Verify under the conditions the driver actually sees.

The bottom line for reliable drivelines

Custom driveline fabrication is equal parts measurement discipline, element option, and attention to small tolerances that compound 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 vital 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 issues that turn into big invoices.

When you do it right, the outcome is not remarkable. The mirrors stop shaking, the floorboard goes quiet, and the driver stops thinking about 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
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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.