

Business Name: Anderson Brothers Truck & Equipment

Address: 2640 State Hwy 99 N #1, Eugene, OR 97402

Phone: (541) 688-8686

Anderson Brothers Truck & Equipment

Anderson Brothers Truck & Equipment is a long-established truck parts and repair company located in Eugene, Oregon. Founded in 1949, the business has served the region for more than 70 years, building a reputation as a reliable source for heavy-duty truck parts, custom fabrication, and equipment repair. The company works with commercial vehicle owners, fleets, and equipment operators who need dependable parts and services to keep their trucks operating safely and efficiently.

A core focus of Anderson Brothers is providing specialized services for heavy-duty trucks and equipment. Their shop offers custom driveline fabrication and repair, helping customers build, rebuild, or balance drivelines for a wide range of applications. They also specialize in custom U-bolt bending and fabrication, producing precisely sized components for trucks and other heavy equipment. In addition, the company sells both new and used truck parts, stocking a large inventory and offering local delivery in the Eugene and Springfield areas.

Beyond parts sales, Anderson Brothers provides repair and maintenance services for truck components such as transmissions, differentials, and related systems. Their experienced team focuses on delivering practical, cost-effective solutions that help keep trucks and equipment running reliably. With decades of experience and a commitment to local service, Anderson Brothers Truck & Equipment continues to support the trucking and transportation industries throughout Eugene and surrounding communities.

[View on Google Maps](#)

2640 State Hwy 99 N #1, Eugene, OR 97402

Business Hours

- Monday: 7:30 AM–6 PM
- Tuesday: 7:30 AM–6 PM
- Wednesday: 7:30 AM–6 PM
- Thursday: 7:30 AM–6 PM
- Friday: 7:30 AM–6 PM
- Saturday: 8 AM–2 PM
- Sunday: Closed

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Heavy-duty trucks reside in a world of shock loads, high grades, payload spikes, and long hours at consistent speed. The driveline sits at the center of that penalty. When it is right, the truck feels planted, predictable, and

quiet even under torque. When it is incorrect, the shake travels from the floorboard to andersonbrotherste.com custom U bolts the mirror stalks, U-joints scar themselves to death, and equipments begin to chatter. Getting a custom driveline built or fixed is not a high-end item for show trucks. It is core reliability work, the kind of attention that keeps a fleet's cost per mile within projection and prevents roadside calls that happen at the worst time.

This is a trade where numbers matter as much as the torch. I have actually enjoyed skilled producers tack, check, and remedy a shaft three times simply to claw back a few thousandths of runout, because they knew that sloppiness here shows up later at 65 mph as heat in a cheap carrier bearing. The details pay off.

Start with the problem, not the parts

It is appealing to leap to new yokes and thicker tube, however the best custom driveline work begins with a clear diagnosis. Not all vibrations indicate the very same repair. A rumble that increases with road speed frequently traces to shaft balance, tire or wheel concerns, or a bent tube. A pulsing under heavy throttle at low speed can be U-joint brinelling, worn slip splines, or a bad carrier bearing. A harmonic that peaks near a specific highway speed mean a vital speed problem. Getting orientation from those patterns saves money and steers every choice 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. 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 construct specification as much as any measurement.

Measure for fitment like it is aerospace

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



For measurements, be exact and consistent. Tail real estate flange to pinion flange is the typical standard, but combined flange patterns or half-round yokes alter how you determine and what adapters you may require. Keep in mind pilot diameters, 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 inadvertently makes complex balance and service.

A few key figures guide length: aim for mid-travel at the slip when the truck sits at trip height. Leave sufficient 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 back need to be timed properly to cancel velocity variations. If the truck showed up with a misphased shaft, do not copy the error. Appropriate 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, carrier bearing, and pinion, within 0.5 degree match where required
- Slip spline travel available vs required, consisting of 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 mathematics, not guesswork

Most sturdy drivelines utilize DOM steel tube, often 1020 or 1026. Wall density usually falls between 0.120 and 0.188 inch, with outside sizes of 3.5 to 6 inches depending upon torque and length. Chromoly, like 4130, shows up in serious task or high rpm environments but is not typical in trade trucks due to the fact that the expense seldom purchases proportional advantage for the rpm range. Aluminum shafts have weight advantages, however in heavy service they can trade damage resistance and long-term sturdiness for a weight number that does not alter income. For most fleets, stout steel pages the bills.

Bigger tube increases bending tightness and raises important speed, but 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 crucial speed from roughly 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are ballpark figures, not an alternative to calculation. If you are within a few hundred rpm of your cruise shaft speed, do not gamble. Change the tube, divided the shaft with a carrier, or change ratio if your usage case enables it.

Weld yokes and midship stubs must match the tube size and wall so the weld joint has even heat input and uniform strength. You want a clean V-groove, stable feed, and full penetration without burn-through shoulders. Most stores will pre-heat much heavier areas and finish with a straightening pass before balance. A driveline that looks straight to the eye can still reveal 0.020 inch overall suggested runout. The target is generally 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 during 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 shelf. Common heavy-duty series consist of 1710, 1760, 1810, and 1880. Capability differs with operating angle and lubrication, however as a rough guide, moving from 1710 to 1810 is a meaningful dive in torque rating and cap diameter. 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. Many 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque range. Constantly verify from the yoke maker's specification sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft need to rest on the exact same aircraft. If one ear is clocked a few degrees out, the shaft presents a second-order vibration that balance can not fix. On two-piece systems, the phasing modifications in foreseeable ways to cancel velocity ripple across the carrier. If you are not particular, set the assistance angles, then look up the correct clocking for the specific arrangement. An incorrect guess shows up on the first test drive.

Angles, carrier bearings, and why one degree can matter

U-joints like to move. A joint that performs at precisely no degrees never turns its needles, which chews flats in the bearings, then grows vibration under light load. Aim for 1 to 3 degrees of running angle at each joint on a

single shaft, with the transmission output and pinion angles equivalent and opposite within roughly half a degree. That range keeps the needles alive without creating 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 reside in a comfy angle window. Attempt 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 back that suits the axle spacing frequently keeps both within safe rpm.

Carrier bearings should have genuine installing. A soft or broken rubber assistance, a bent bracket, or a frame crossmember that can bend under load will appear as oscillation that ruins a mindful balance task. Mount the provider on tidy, flat steel, and shim to set height rather than slotting holes. If you change height, recheck angles at every joint.

Balancing and critical speed: know your numbers

A heavy-duty shaft need to be dynamically stabilized at a speed that represents how it will live. Shops vary in technique, however balancing at or above the shaft's anticipated highway rpm offers the best read. Adding weights to strike zero is not the goal if the tube or yokes are not directly. Right gross runout first, then balance. A normal heavy truck shaft can be balanced to a recurring level in the area of a couple of gram-inches, typically tighter on shorter, stiffer pieces. If a store needs to stack a handful of slugs around the area, you likely missed out on 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 method to consider it. Suppose 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 vital 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 might be roughly 2,700 to 2,900 rpm. That margin is narrow. Strike a downhill at 72 mph and you might kiss the mode, feel a buzz, and view carrier life diminish. Dividing into a two-piece with a midship bearing raises the vital speeds and smooths the cabin. You pay in included parts and a little upkeep, however for long wheelbase trucks it is the clever 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 serious rust pitting. Welded yokes with extended strap threads or worrying on the cap tires deserve replacement. Slip splines with noticeable wear, looseness under torsion, or galling at the seal land must be changed as a set, male and woman. Construct a fresh balance standard with new elements instead of chasing a compromise.

U-joints provide a clear choice. Greaseable joints buy you evaluation and purge ability, at the cost of somewhat smaller random sample and the risk that somebody over-pressurizes a seal and drives grit inside. Sealed, non-greaseable joints provide higher fixed 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 salt water consumes everything, but I am strict about evaluation intervals.

Heat marks on the cross, bad cap fits, and brinelled needles justify replacement. Withstand the habit of swapping just one joint in a two-joint shaft that has 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 vocational International been available in with a deep throttle vibration after a spring store raised the rear an inch to level the truck. They set up pinion shims however reused old U bolts. Within weeks, the axle rotated under load, pressing the pinion angle out by roughly 3 degrees. The truck ate two rear U-joints and a carrier bearing in less than 10,000 miles. The repair was basic, 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 bit more headroom on important speed. Peaceful ever since. The lesson repeats: you do not set angles when and forget them. You lock them down with proper clamping force and right hardware, then you recheck after the very first thousand miles.

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

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

Flange bolts are another trap. Different flanges require different 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 identified bins and match by part number, not eyeball. It seems like standard shopkeeping because it is, and it prevents rework.



Shop workflow that appreciates cause and effect

When we develop or rebuild a sturdy shaft, we follow a repeatable, tight procedure. The order matters, since each step feeds the next and avoids compensating for earlier mistakes.

- Inspect and step at trip height, record angles, and mark phasing. Detect the original complaint.
- Choose tube size, yokes, and U-joint series for torque, length, and important speed margins.
- Fit, tack, and real 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 proper hardware, set provider height and pinion angle, torque fasteners, and road test under load.

That fifth step gets avoided more than individuals admit. A fast loop around the block is not a test. Discover a path where you can hit the speeds and loads that produced the initial problem. Use a known-good stretch of road. If you are 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 resolves most long wheelbase issues, but the design matters. You desire the geometry such that each joint works within that friendly 1 to 3 degree window. Often packaging forces a compromise. If your front shaft would sit near zero 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 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, frequently called CVs, show up where angle is high at one end. They can run at larger angles more smoothly than a single joint, but they are not a cure-all. They include length and expense, and they focus use in more parts. Use them when you need 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 carry their own dangers. 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 perfect balance still fail because the operator let them chatter at high angle for hours feeding a pump. Spec the joint series up a notch for PTO responsibility if the angle is high, and inform the team about rpm and angle limits.



Maintenance that actually avoids failure

Grease schedules drift in the real world. Set intervals 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 interval works if

the environment is tidy. In mines, on salted winter roadways, 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 range. 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 pushes through. Over-greasing can blow seals and trap grit.

Carrier bearings deserve a feel test. Spin them by hand throughout service. Any roughness, sound, or axial play is a warning. The rubber support should 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 glossy ring under a cap bolt head is a clue that torque fell off. Replace 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

An uncomplicated sturdy rebuild with new U-joints and a balance might land in the 400 to 700 dollar variety depending upon 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 higher. These are genuine dollars, but so is a tow and a missed delivery. If the initial shaft lived near its limits on tube OD, joint series, or crucial speed, spend the additional to upsize now. I track returns. Almost each time someone tried to conserve a few hundred bucks by keeping marginal tube on a long shaft, we saw the truck once again for a balance redo or a provider swap within months.

Installation nuance that avoids do-overs

Before the new or rebuilt shaft enters, clean the flange faces. Rust and paint flake will squash under torque and unwind the joint. Center the shaft on pilots rather than requiring bolts to focus it. On half-round yokes, seat the caps directly, tap them with a brass drift to settle the needles, then torque gradually in sequence. Rotate the shaft after each cap to feel for binding. If a cap binds, pull it back apart and inspect that all needles remained upright. Simply one needle tipped on its side will feel great in the shop and fail in service.

Set the provider height utilizing shims instead of prying on slotted holes. Verify that the rubber is not pre-loaded into a twist. Recheck running angles at trip height, and tape them. Those numbers become your standard when someone brings the truck back three months later 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 securing keeps the angles you measured in the shop alive on the road.

Safety and test validation

Use ranked stands and chocks when you are under a truck running at speed on a chassis dyno. Loose clothes and spinning shafts do not blend. On roadway tests, pick routes where you can hold stable speeds. If you have access

to a tri-axial accelerometer or a simple phone-based vibration app installed securely, log a baseline. A light, sharp vibration rising with speed points to balance. A sluggish, heavy thump under acceleration points towards joint or angle. If you can not duplicate the grievance, do not hand back the truck and hope. Validate under the conditions the driver actually sees.

The bottom line for reputable drivelines

Custom driveline fabrication is equal parts measurement discipline, component option, and attention to small tolerances that compound at speed. If you set angles within a tight window, choice U-joint series that truthfully fit torque and angle, size tube to remain well clear of important speed, and balance at representative rpm, the truck will feel settled. Pair that with the ideal fasteners, from flange bolts to Custom U Bolts where suspension work touches pinion angle, and you prevent the slow creep of issues that become huge invoices.

When you do it right, the result is not remarkable. The mirrors stop shaking, the floorboard goes peaceful, and the motorist stops considering the driveline entirely. 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

Anderson Brothers Truck & Equipment has a phone number of (541) 688-8686

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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](tel:5416888686) 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](tel:5416888686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

After a ride along the scenic [Willamette River Bike Path](#), local drivers often arrange Drivelines service, Custom U Bolts fabrication, and reliable Truck Parts for their work vehicles.