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, steep 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, foreseeable, and peaceful 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 product for program trucks. It is core reliability work, the sort of attention that keeps a fleet's expense per mile within forecast and avoids roadside calls that occur at the worst time.

This is a trade where numbers matter as much as the torch. I have actually watched proficient producers tack, check, and fix a shaft 3 times just to claw back a few thousandths of runout, since 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 tempting to leap to new yokes and thicker tube, however the best custom driveline work starts with a clear diagnosis. Not all vibrations point to the very same fix. A rumble that increases with road speed often 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 specific highway speed mean a critical speed problem. Getting orientation from those patterns conserves cash and steers every option 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. Construct the habit of logging when the vibration appears, what gear, throttle position, speed, and whether it fades throughout coast or grows under load. That page becomes your construct specification as much as any measurement.

Measure for fitment like it is aerospace

A durable 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 should be at normal driving height. Lifted leaf trucks should have pinion angle set where it belongs, locked down with appropriate 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 alter the stack height, and you need longer U bolts with full thread engagement and appropriate torque. Sloppy clamping lets the axle rotate under load, which eliminates U-joints and splines.

For measurements, be exact and constant. Tail housing flange to pinion flange is the common standard, but mixed flange patterns or half-round yokes alter how you measure and what adapters you might need. Keep in mind pilot diameters, bolt circle diameters, and spline count at the slip. On heavy trucks I still see three different yoke sizes on the very same car: 1710 at the transmission, 1760 midship, and 1810 at the axle. Blending these unintentionally complicates balance and service.

A few crucial figures assist length: go for mid-travel at the slip when the truck sits at ride height. Leave enough 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 must be timed properly to cancel speed variations. If the truck arrived with a misphased shaft, do not copy the error. Proper it.

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

- Driveline length at trip height and at complete bump and droop
- Flange types, pilot sizes, bolt circle, and U-joint series at each end
- Operating angles at transmission output, carrier bearing, and pinion, within 0.5 degree match where required
- Slip spline travel readily available vs required, including seal land and stop-to-stop distances
- Frame installing points and rigidness for any carrier bearing or midship support

Materials and tube sizing are torque mathematics, not guesswork

Most durable drivelines utilize DOM steel tube, frequently 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 upon torque and length. Chromoly, like 4130, shows up in serious duty or high rpm environments but is not typical in vocational trucks because the expense hardly ever purchases proportional benefit for the rpm variety. Aluminum shafts have weight advantages, but in heavy service they can trade damage resistance and long-lasting sturdiness for a weight number that does not alter earnings. For many fleets, stout steel pages the bills.

Bigger tube increases bending stiffness and raises important speed, but it changes clearance to crossmembers, exhaust, and brake plumbing. On a long shaft, the action from 4 inch to 5 inch OD can move an important speed from roughly 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are ballpark figures, not a replacement for calculation. If you are within a couple of hundred rpm of your cruise shaft speed, do not gamble. Modification the tube, divided the shaft with a provider, or change ratio if your use case enables it.

Weld yokes and midship stubs must match television size and wall so the weld joint has even heat input and consistent strength. You want a tidy V-groove, stable feed, and complete penetration without burn-through shoulders. A lot of stores will pre-heat much heavier sections and surface with a correcting the alignment of pass before balance. A driveline that looks straight to the eye can still reveal 0.020 inch overall showed runout. The target is normally under 0.010 inch TIR on the tube and 0.004 to 0.006 at the weld shoulders for durable 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. Typical sturdy series include 1710, 1760, 1810, and 1880. Capability differs with running angle and lubrication, however as a rough guide, moving from 1710 to 1810 is a significant dive in torque score and cap diameter. Full-round yokes with bolted bearing caps hold much better under shock than strap-style half-rounds, and they tolerate re-torque cycles much better. Do not mix strap bolts throughout brand names. Bolt length, shoulder, and thread pitch differ, and the wrong bolt provides an incorrect sense of clamp. The majority of 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque range. Constantly confirm from the yoke maker's specification sheet.

Phasing is non-negotiable. The front and rear joints on a single shaft must rest on the exact same plane. 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 changes in foreseeable methods to cancel velocity ripple throughout the provider. If you are not specific, set the assistance angles, then look up the correct clocking for the specific plan. An incorrect guess appears on the very first test drive.

Angles, provider bearings, and why one degree can matter

U-joints like to move. A joint that performs at exactly absolutely 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 running angle at each joint on a single shaft, with the transmission output and pinion angles equal and opposite within approximately half a degree. That variety keeps the needles alive without producing a big sine-wave in speed.

Two-piece shafts follow comparable reasoning but include the carrier. Set the carrier bracket so that the front and rear areas each live in a comfortable angle window. Attempt to keep the front shaft brief and stiff to press vital speed higher. On long wheelbase tractors, splitting the general length into a front shaft around 40 inches and a rear that suits the axle spacing typically keeps both within safe rpm.

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

Balancing and vital speed: understand your numbers

A heavy-duty shaft must be dynamically balanced at a speed that represents how it will live. Shops differ in approach, but stabilizing at or above the shaft's expected highway rpm gives the very best read. Adding weights to strike absolutely no is not the goal if the tube or yokes are not straight. Correct gross runout first, then balance. A normal heavy truck shaft can be stabilized to a residual level in the neighborhood of a few gram-inches, often tighter on shorter, stiffer pieces. If a shop has to stack a handful of slugs around the area, you likely missed out on an aligning step.

Critical speed is the rpm where the shaft's very first bending mode gets delighted. Long, thin shafts hit it at surprisingly low speeds. Here is a useful way to think of it. Expect a tandem dump uses a single rear shaft determining about 72 inches of exposed tube, 5 inch OD, 0.125 wall. That shaft's very first important may sit around 3,000 to 3,200 rpm depending upon 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. Strike a downhill at 72 miles per hour and you may kiss the mode, feel a buzz, and enjoy provider life shrink. Splitting into a two-piece with a midship bearing raises the vital speeds and smooths the cabin. You pay in added parts and a little upkeep, but for long wheelbase trucks it is the smart trade.

Repair and rebuild: when to save and when to start fresh

A damaged shaft is not constantly a total loss. You can real a bent tube, though the success window closes if it has a deep dent, a kink, or severe rust pitting. Bonded yokes with stretched strap threads or stressing on the cap tires should have replacement. Slip splines with visible wear, looseness under torsion, or galling at the seal land must be changed as a set, male and woman. Develop a fresh balance standard with new parts rather than chasing after a compromise.

U-joints provide a clear option. Greaseable joints buy you inspection and purge ability, at the cost of a little smaller sample and the risk that someone over-pressurizes a seal and drives grit inside. Sealed, non-greaseable joints use higher static strength and much better sealing for fleets that do not trust grease schedules. I have spec 'd sealed joints for winter salt states where brine consumes whatever, but I am rigorous about examination intervals.

Heat marks on the cross, bad cap fits, and brinelled needles justify replacement. Withstand the habit of switching just one joint in a two-joint shaft that has been knocking for months. If one is gone, the other has lived through the exact same

misalignment or absence of lube.

A field story about angles and hardware

We had an occupation International been available in with a deep throttle vibration after a spring store lifted the rear an inch to level the truck. They installed pinion shims however reused old U bolts. Within weeks, the drivelines axle rotated under load, pushing the pinion angle out by roughly 3 degrees. The truck consumed two rear U-joints and a provider bearing in less than 10,000 miles. The fix was simple, not inexpensive. 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 bit more headroom on crucial speed. Quiet since. The lesson repeats: you do not set angles as soon as and forget them. You lock them down with correct securing force and appropriate hardware, then you recheck after the first thousand miles.

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

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

Flange bolts are another trap. Various flanges call for various lengths, shoulder sizes, and thread pitches. Blending a metric bolt in an inch-thread yoke due to the fact that it felt close is a quick method to remove a bore at roadside. Keep identified bins and match by part number, not eyeball. It seems like basic shopkeeping since it is, and it avoids 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, since each action feeds the next and avoids compensating for earlier mistakes.

- Inspect and step at ride height, record angles, and mark phasing. Identify the initial complaint.
- Choose tube size, yokes, and U-joint series for torque, length, and critical speed margins.
- Fit, tack, and true on the bench, fixing runout with a dial sign before final weld.
- Straighten as needed, then dynamically balance at or near expected operating rpm.
- Install with proper hardware, set carrier height and pinion angle, torque fasteners, and road test under load.

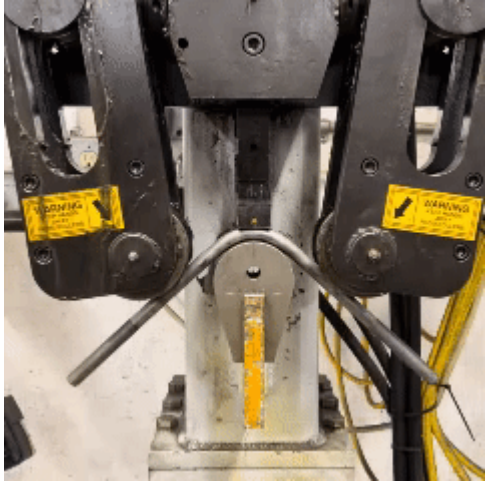
That fifth action gets skipped more than individuals confess. A quick loop around the block is not a test. Find a path where you can hit the speeds and loads that developed the initial problem. Use a known-good stretch of roadway. If you are in a fleet with vibration analysis tools, this is where they make their keep.

Two-piece shafts, double cardans, and PTOs

A long, low-angle two-piece shaft with a midship bearing solves most long wheelbase issues, but the design matters. You want the geometry such that each joint works within that friendly 1 to 3 degree window. Often packaging requires a compromise. If your front shaft would sit near absolutely no degrees, you can angle the carrier slightly to wake the front joint, then counter that angle in the rear geometry to keep the entire system pleased. When area is tight at the transmission, a compact slip near the midship instead of 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 add length and expense, and they focus use in more parts. Utilize them when you have to clear crossmembers, PTOs, or nonstandard ride heights, and make certain the rest of the shaft is sized to match the torque they will see.

PTO shafts carry their own risks. 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 since the operator let them chatter at high angle for hours feeding a pump. Spec the joint series up a notch for PTO task if the angle is high, and educate the crew about rpm and angle limits.



Maintenance that actually avoids failure

Grease schedules drift in the real life. 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 period works if the environment is clean. In mines, on salted winter roadways, or in off-road logging, shorten that to 2,500 miles or even weekly. Utilize an NLGI 2 lithium complex grease that matches your temperature range. At the slip, include grease 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 should have a feel test. Spin them by hand during service. Any roughness, noise, or axial play is a warning. The rubber assistance need to look uncracked and company. A sagging 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 an idea that torque fell off. Replace bolts that have actually been heat-stretched or necked down. Keep spare Truck Parts on hand, from typical U-joint kits 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 conserve later

A straightforward heavy-duty rebuild with new U-joints and a balance may land in the 400 to 700 dollar range depending on series and store rates. Add 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 real dollars, however so is a tow and a missed out on delivery. If the original shaft lived near its limitations on tube OD, joint series, or important speed, invest the additional to upsize now. I track comebacks. Nearly each time somebody tried to conserve a few hundred bucks by keeping marginal tube on a long shaft, we saw the truck again for a balance renovate or a carrier swap within months.

Installation subtlety that avoids do-overs

Before the new or reconstructed shaft goes in, clean the flange deals with. Rust and paint flake will squash under torque and unwind the joint. Center the shaft on pilots rather than requiring bolts to center it. On half-round yokes, seat the caps squarely, tap them with a brass drift to settle the needles, then torque slowly in sequence. Turn the shaft after each cap to feel for binding. If a cap binds, pull it back apart and check that all needles remained upright. Simply one needle tipped on its side will feel fine in the shop and stop working in service.

Set the provider height using shims instead of prying on slotted holes. Verify that the rubber is not pre-loaded into a twist. Reconsider operating angles at ride height, and record them. Those numbers become your baseline when someone brings the truck back three months later on with a new vibration. Now you can see if a spring settled or a bushing failed.

A short note on suspension, pinion angle, and Custom U Bolts

Suspension work and driveline work are married. If you raise or level a leaf-spring truck, fix the pinion angle with correct shims and lock it down with Custom U Bolts cut to the appropriate length, not reused hardware with over-stretched threads. Torque them in phases, cross-pattern, and retorque after the very first 100 to 200 miles. Axle wrap

under torque is not simply a traction issue. It is a U-joint killer. Correct clamping keeps the angles you determined 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 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 safely, log a standard. A light, sharp vibration increasing with speed indicate balance. A sluggish, heavy thump under velocity points towards joint or angle. If you can not reproduce the problem, do not hand back the truck and hope. Confirm under the conditions the chauffeur actually sees.

The bottom line for reliable drivelines

Custom driveline fabrication is equivalent parts measurement discipline, component choice, and attention to little 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 stay well clear of vital speed, and balance at representative rpm, the truck will feel settled. Set 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 develop into huge invoices.

When you do it right, the result is not significant. The mirrors stop shaking, the floorboard goes peaceful, and the driver stops considering the driveline completely. That is the goal. In a heavy truck, no news from the shaft is excellent 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

Fans attending events at Autzen Stadium can find nearby professionals offering Drivelines services, Custom U Bolts manufacturing, and heavy-duty Truck Parts.