

**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 punishment. When it is right, the truck feels planted, foreseeable,

and peaceful even under torque. When it is wrong, the shake journeys from the floorboard to the mirror stalks, U-joints scar themselves to death, and equipments start to chatter. Getting a custom driveline developed or fixed is not a luxury product for show 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 enjoyed proficient producers tack, check, and fix a shaft 3 times just to claw back a few thousandths of runout, due to the fact that they understood that sloppiness here shows up later on at 65 miles per hour as heat in an inexpensive provider bearing. The details pay off.

## **Start with the problem, not the parts**

It is tempting to jump to new yokes and thicker tube, however the very best custom driveline work begins with a clear medical diagnosis. Not all vibrations point to the same fix. A rumble that increases with roadway 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, used slip splines, or a bad provider bearing. A harmonic that peaks near a particular highway speed mean a critical speed concern. Getting orientation from those patterns saves money 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 gear, throttle position, speed, and whether it fades during coast or grows under load. That page becomes your build 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 incorrect operating angle, is still a failure. Set ride height initially, with the truck as it will live when working. Air suspensions need to be at regular driving height. Lifted leaf trucks must 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. Careless securing lets the axle turn under load, which kills U-joints and splines.

For measurements, be accurate 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 require. Note pilot diameters, bolt circle sizes, and spline count at the slip. On heavy trucks I still see three separate yoke sizes on the same automobile: 1710 at the transmission, 1760 midship, and 1810 at the axle. Blending these accidentally complicates balance and service.

A couple of essential figures guide length: aim for mid-travel at the slip when the truck sits at ride height. Leave enough 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 method, depending upon geometry. Mark phasing before teardown. On two-piece shafts, the front and back must be timed correctly to cancel speed variations. If the truck showed up with a misphased shaft, do not copy the error. Right it.

Here is a compact list I use before devoting 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 available vs required, including seal land and stop-to-stop distances
- Frame mounting points and rigidity for any provider bearing or midship support

## **Materials and tube sizing are torque mathematics, not guesswork**

Most sturdy drivelines utilize DOM steel tube, typically 1020 or 1026. Wall thickness usually falls between 0.120 and 0.188 inch, with outdoors sizes of 3.5 to 6 inches depending on torque and length. Chromoly, like 4130, appears in serious responsibility or high rpm environments but is not common in employment trucks because the cost seldom buys proportional advantage for the rpm range. Aluminum shafts have weight advantages, but in heavy service they can trade damage resistance and long-term durability for a weight number that does not alter revenue. For many fleets, stout steel pages the bills.

Bigger tube increases bending stiffness 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 critical speed from roughly 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 gamble. Change television, divided the shaft with a carrier, or change 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 uniform strength. You want a tidy V-groove, consistent feed, and complete penetration without burn-through shoulders. Many shops will pre-heat much heavier sections and surface with a straightening pass before balance. A driveline that looks straight to the eye can still reveal 0.020 inch total indicated runout. The target is typically 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 during balance.

## **U-joint series, yokes, and phasing matter like equipment choice**

Pick U-joint series based upon torque and joint angle, not what was on the shelf. Common sturdy series consist of 1710, 1760, 1810, and 1880. Capability varies with running angle and lubrication, but as a rough guide, moving from 1710 to 1810 is a meaningful dive in torque score and cap size. Full-round yokes with bolted bearing [drivelines](#) 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 incorrect bolt offers an incorrect sense of clamp. A lot of 1710 to 1810 cap bolts land in the 70 to 120 lb-ft torque range. Always 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 aircraft. If one ear is clocked a couple of degrees out, the shaft introduces a second-order vibration that balance can not repair. On two-piece systems, the phasing modifications in predictable ways to cancel velocity ripple across the provider. If you are not particular, set the assistance angles, then look up the proper clocking for the specific arrangement. A wrong guess shows up on the very 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 approximately half a degree. That range keeps the needles alive without developing a big sine-wave in speed.

Two-piece shafts follow comparable logic however add the carrier. Set the provider bracket so that the front and rear sections each live in a comfortable angle window. Try to keep the front shaft brief and stiff to press important speed higher. On long wheelbase tractors, splitting the general length into a front shaft around 40 inches and a back that matches the axle spacing typically keeps both within safe rpm.

Carrier bearings are worthy of real installing. A soft or broken rubber support, a bent bracket, or a frame crossmember that can flex under load will show up as oscillation that ruins a careful balance job. Mount the provider on tidy, flat steel, and shim to set height rather than slotting holes. If you adjust height, reconsider angles at every joint.

## **Balancing and vital speed: know your numbers**

A durable shaft should be dynamically balanced at a speed that represents how it will live. Shops differ in method, however balancing at or above the shaft's anticipated highway rpm provides the best read. Adding weights to hit zero is not the objective if the tube or yokes are not directly. Correct gross runout initially, then balance. A common heavy truck shaft can be stabilized to a residual level in the community of a few gram-inches, frequently tighter on much shorter, stiffer pieces. If a store needs to stack a handful of slugs around the circumference, you likely missed a correcting the alignment of step.

Critical speed is the rpm where the shaft's first bending mode gets thrilled. Long, thin shafts struck it at surprisingly low speeds. Here is a practical method to think about it. Suppose a tandem dump uses a single rear shaft measuring about 72 inches of exposed tube, 5 inch OD, 0.125 wall. That shaft's first vital may relax 3,000 to 3,200 rpm depending upon end restraints and material. With 4.10 gears and 11R22.5 tires, shaft rpm at 65 miles per hour might be approximately 2,700 to 2,900 rpm. That margin is narrow. Hit a downhill at 72 mph and you may kiss the mode, feel a buzz, and see provider life shrink. Dividing into a two-piece with a midship bearing raises the crucial speeds and smooths the cabin. You pay in added parts and a little upkeep, however for long wheelbase trucks it is the clever trade.

## **Repair and rebuild: when to conserve and when to begin fresh**

A harmed shaft is not constantly an overall loss. You can true a bent tube, though the success window closes if it has a deep damage, a kink, or serious rust pitting. Bonded yokes with stretched strap threads or stressing on the cap bores 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 woman. Construct a fresh balance standard with new elements instead of chasing a compromise.

U-joints present a clear option. Greaseable joints buy you assessment and purge capability, at the expense of somewhat smaller sized sample and the threat that somebody over-pressurizes a seal and drives grit within. Sealed, non-greaseable joints offer greater static strength and better sealing for fleets that do not trust grease schedules. I have spec 'd sealed joints for winter salt states where brine eats whatever, but I am rigorous about assessment intervals.

Heat marks on the cross, bad cap fits, and brinelled needles validate replacement. Withstand the practice of switching simply one joint in a two-joint shaft that has actually been knocking for months. If one is gone, the other has actually endured the same misalignment or lack of lube.

## **A field story about angles and hardware**

We had an occupation International can be found in with a deep throttle vibration after a spring store lifted the rear an inch to level the truck. They installed pinion shims but recycled old U bolts. Within weeks, the axle rotated under load, pressing the pinion angle out by approximately 3 degrees. The truck ate two rear U-joints and a provider bearing in less than 10,000 miles. The fix was simple, not inexpensive. 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 bit more headroom on critical speed. Quiet ever since. The lesson repeats: you do not set angles as soon as and forget them. You lock them down with appropriate securing force and proper hardware, then you reconsider after the first thousand miles.

## **Fasteners, torque, and the small things that keep big parts alive**

Every excellent driveline is backed by great 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 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 identified 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 respects cause and effect

When we develop or rebuild a durable shaft, we follow a repeatable, tight process. The order matters, because each step feeds the next and avoids making up for earlier mistakes.

- Inspect and measure at trip height, record angles, and mark phasing. Identify the initial complaint.
- Choose tube size, yokes, and U-joint series for torque, length, and important speed margins.
- Fit, tack, and real on the bench, remedying 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 provider height and pinion angle, torque fasteners, and roadway test under load.

That 5th action gets skipped more than people admit. A quick loop around the block is not a test. Discover a route where you can strike the speeds and loads that produced the initial grievance. Use a known-good stretch of roadway. 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 solves most long wheelbase problems, however the design matters. You want the geometry such that each joint works within that friendly 1 to 3 degree window. In some cases packaging forces a compromise. If your front shaft would sit near no degrees, you can angle the carrier somewhat to wake the front joint, then counter that angle in the rear geometry to keep the whole 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, often called CVs, appear where angle is high at one end. They can perform at larger angles more efficiently than a single joint, but they are not a cure-all. They add length and expense, and they concentrate use in more parts. Use them when you have to clear crossmembers, PTOs, or nonstandard trip heights, and make sure 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 focused 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 steep, and educate the team about rpm and angle limits.

## Maintenance that actually avoids failure

Grease schedules wander in the real life. Set intervals in miles or hours and anchor them to the heaviest service in your fleet, not the lightest. For a lot of heavy trucks with greaseable joints, a 5,000 to 10,000 mile interval works if the environment is clean. In mines, on salted winter season roadways, or in off-road logging, reduce that to 2,500 miles or perhaps weekly. Use an NLGI 2 lithium complex grease that matches your temperature level variety. At the slip, include grease until you see fresh product 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 caution. The rubber support ought to look uncracked and company. A drooping support modifications angles enough to introduce 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 an idea that torque fell off. Change bolts that have actually been heat-stretched or necked down. Keep extra Truck Parts on hand, from common U-joint sets 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 save later**

A straightforward durable rebuild with new U-joints and a balance may land in the 400 to 700 dollar variety depending upon series and shop 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 carrier, brackets, and both shafts can run higher. These are real dollars, however so is a tow and a missed shipment. If the original shaft lived near its limitations on tube OD, joint series, or vital speed, spend the additional to upsize now. I track resurgences. Nearly whenever someone attempted to conserve a couple of 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 subtlety that avoids do-overs**

Before the new or rebuilt shaft enters, clean the flange deals with. Rust and paint flake will squash under torque and unwind the joint. Center the shaft on pilots instead of forcing 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. Turn the shaft after each cap to feel for binding. If a cap binds, pull it back apart and examine that all needles stayed upright. Simply one needle tipped on its side will feel great in the store and fail in service.

Set the carrier height using shims rather than spying on slotted holes. Validate that the rubber is not pre-loaded into a twist. Recheck operating angles at trip height, and record them. Those numbers become your baseline when someone brings the truck back 3 months later with a new vibration. Now you can see if a spring settled or a bushing failed.

# A brief 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 proper shims and lock it down with Custom U Bolts cut to the correct length, not recycled 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 just a traction issue. It is a U-joint killer. Appropriate 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 roadway tests, choose paths where you can hold consistent speeds. If you have access to a tri-axial accelerometer or an easy phone-based vibration app mounted safely, 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 replicate the grievance, do not restore the truck and hope. Confirm under the conditions the driver really sees.

## The bottom line for trustworthy drivelines

Custom driveline fabrication is equivalent parts measurement discipline, component option, and attention to little tolerances that intensify at speed. If you set angles within a tight window, choice U-joint series that honestly fit torque and angle, size tube to remain well clear of crucial speed, and balance at representative rpm, the truck will feel settled. Set that with the best fasteners, from flange bolts to Custom U Bolts where suspension work touches pinion angle, and you prevent the slow creep of problems that become big invoices.

When you do it right, the result is not dramatic. The mirrors stop shaking, the floorboard goes quiet, and the chauffeur stops thinking of the driveline completely. That is the objective. In a heavy truck, no news from the shaft is very good 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 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?

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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?

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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?**

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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?**

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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?**

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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?**

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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?**

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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?**

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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?

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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?

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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?

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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?

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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.