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 stable speed. The driveline sits at the center of that penalty. When it is right, the truck feels planted, predictable, 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 constructed or fixed is not a high-end item for program trucks. It is core dependability work, the sort 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 enjoyed skilled fabricators tack, check, and fix a shaft three times just to claw back a few thousandths of runout, because they knew that sloppiness here shows up later on at 65 mph as heat in a cheap provider bearing. The details pay off.

Start with the issue, not the parts

It is appealing to leap to new yokes and thicker tube, however the very best custom driveline work begins with a clear diagnosis. Not all vibrations point to the very same fix. A rumble that increases 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 mean a vital speed concern. Getting orientation from those patterns saves money and steers 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. Build the habit of logging when the vibration appears, what equipment, throttle position, speed, and whether it fades throughout coast or grows under load. That page becomes your develop specification as much as any measurement.

Measure for fitment like it is aerospace

A well-built shaft that is the incorrect length, or the right length with the incorrect operating angle, is still a failure. Set trip height first, with the truck as it will live when working. Air suspensions must be at normal driving height. Lifted leaf trucks ought to have pinion angle set where it belongs, locked down with proper hardware. This is where Custom U Bolts appear in the real life. If you use shims under leaf springs to correct pinion angle, those shims alter the stack height, and you require longer U bolts with full thread engagement and correct torque. Careless securing lets the axle turn under load, which eliminates U-joints and splines.

For measurements, be accurate and consistent. Tail housing flange to pinion flange is the common standard, but mixed flange patterns or half-round yokes alter how you determine and what adapters you might 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 automobile: 1710 at the transmission, 1760 midship, and 1810 at the axle. Blending these accidentally complicates balance and service.

A couple of key figures guide length: go for mid-travel at the slip when the truck sits at trip height. Leave adequate 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 method, 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 arrived with a misphased shaft, do not copy the mistake. Appropriate it.

Here is a compact checklist 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, provider bearing, and pinion, within 0.5 degree match where required

- Slip spline travel available vs needed, consisting of seal land and stop-to-stop distances
- Frame mounting points and rigidness for any carrier bearing or midship support

Materials and tube sizing are torque math, not guesswork

Most heavy-duty drivelines use DOM steel tube, often 1020 or 1026. Wall density generally falls between 0.120 and 0.188 inch, with outdoors diameters of 3.5 to 6 inches depending upon torque and length. Chromoly, like 4130, appears in severe duty or high rpm environments however is not typical in trade trucks due to the fact that the cost seldom buys proportional benefit for the rpm variety. Aluminum shafts have weight benefits, but in heavy service they can trade dent resistance and long-term resilience for a weight number that does not change income. For many fleets, stout steel pages the bills.

Bigger tube increases bending tightness and raises critical speed, however it changes clearance to crossmembers, exhaust, and brake plumbing. On a long shaft, the action from 4 inch to 5 inch OD can move a critical speed from approximately 2,800 rpm to 3,400 rpm, a cushion you will feel at highway cruise. Those are ballpark figures, not a substitute 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 usage case permits 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 full penetration without burn-through shoulders. A lot of stores will pre-heat heavier sections and surface with a correcting the alignment of pass before balance. A driveline that looks straight to the eye can still show 0.020 inch overall suggested runout. The target is usually under 0.010 inch TIR on the tube 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 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. Capacity varies with running angle and lubrication, however as a rough guide, moving from 1710 to 1810 is a meaningful dive in torque score 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 much better. Do not mix strap bolts throughout brands. Bolt length, shoulder, and thread pitch differ, and the wrong bolt uses a false sense of clamp. The majority 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.

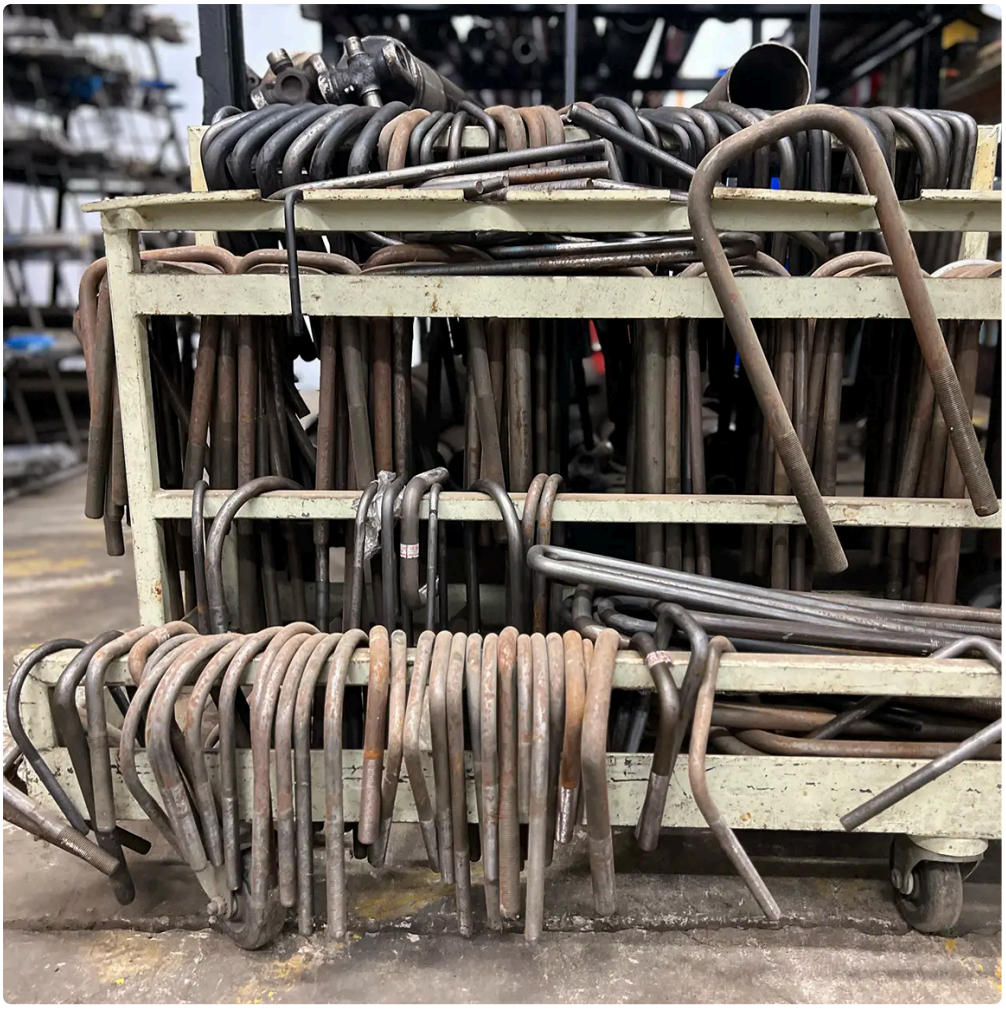
Phasing is non-negotiable. The front and rear joints on a single shaft must rest on the same plane. If one ear is clocked a couple of degrees out, the shaft presents a second-order vibration that balance can not fix. On two-piece systems, the phasing changes in predictable methods to cancel velocity ripple across the provider. If you are not particular, set the support angles, then look up the proper clocking for the specific plan. A wrong guess appears on the first test drive.

Angles, provider bearings, and why one degree can matter

U-joints like to move. A joint that performs at precisely absolutely no degrees never ever rotates 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 equal 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 reasoning however include the carrier. Set the carrier bracket so that the front and rear areas each live in a comfy angle window. Attempt to keep the front shaft short and stiff to press critical speed greater. On long wheelbase tractors, splitting the overall length into a front shaft around 40 inches and a rear that suits the axle spacing typically keeps both within safe rpm.

Carrier bearings deserve real mounting. A soft or split rubber support, a bent bracket, or a frame crossmember that can bend under load will show up as oscillation that ruins a mindful balance job. Mount the carrier on tidy, flat steel, and shim to set height instead of slotting holes. If you change height, recheck angles at every joint.



Balancing and vital speed: understand your numbers

A durable shaft should be dynamically balanced at a speed that represents how it will live. Shops vary in approach, however stabilizing at or above the shaft's anticipated highway rpm provides the best read. Including weights to hit absolutely no is not the goal if television or yokes are not straight. Right gross runout first, then balance. A typical heavy truck shaft can be balanced to a recurring level in the community of a few gram-inches, often tighter on much shorter, stiffer pieces. If a store has 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 very first bending mode gets excited. Long, thin shafts hit it at surprisingly low speeds. Here is a practical way to think about it. Suppose a tandem dump utilizes a single rear shaft measuring about 72 inches of exposed tube, 5 inch OD, 0.125 wall. That shaft's first crucial may sit around 3,000 to 3,200 rpm depending upon end restraints and material. With 4.10 equipments and 11R22.5 tires, shaft rpm at 65 mph might be approximately 2,700 to 2,900 rpm. That margin is narrow. Hit a downhill at 72 miles per hour and you might kiss the mode, feel a buzz, and see carrier life diminish. Dividing 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 conserve and when to start fresh

A harmed shaft is not always an overall 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 fretting on the cap tires be worthy of replacement. Slip splines with visible wear, looseness under torsion, or galling at the seal land should be replaced as a set, male and female. Construct a fresh balance standard with new elements instead of chasing after a compromise.

U-joints provide a clear choice. Greaseable joints purchase you examination and purge capability, at the expense of a little smaller cross sections and the threat that someone over-pressurizes a seal and drives grit inside. Sealed, non-greaseable joints use greater 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 eats whatever, however I am strict about assessment intervals.

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

A field story about angles and hardware

We had a vocational 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 however recycled old U bolts. Within weeks, the axle rotated under load, pressing 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 easy, not cheap. 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 crucial speed. Quiet since. The lesson repeats: you do not set angles when and forget them. You lock them down with proper securing force and proper hardware, then you reconsider after the very first thousand miles.

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

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

Flange bolts are another trap. Various flanges require various lengths, shoulder diameters, and thread pitches. Mixing a metric bolt in an inch-thread yoke because it felt close is a quick way to remove a bore at roadside. Keep labeled bins and match by part number, not eyeball. It sounds like fundamental shopkeeping because it is, and it avoids rework.

Shop workflow that appreciates cause and effect

When we construct or rebuild a durable shaft, we follow a repeatable, tight process. The order matters, due to the fact that each step feeds the next and avoids compensating for earlier mistakes.

- Inspect and step at ride height, record angles, and mark phasing. Detect the initial complaint.
- Choose tube size, yokes, and U-joint series for torque, length, and vital speed margins.
- Fit, tack, and real on the bench, correcting runout with a dial indication before last weld.
- Straighten as required, then dynamically balance at or near anticipated operating rpm.
- Install with proper hardware, set carrier height and pinion angle, torque fasteners, and roadway test under load.

That 5th step gets avoided more than people admit. A fast loop around the block is not a test. Discover a route where you can strike the speeds and loads that created the original complaint. 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 resolves most long wheelbase problems, but the design matters. You want 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 pleased. When space is tight at the transmission, a compact slip near the midship rather than at the transmission can buy clearance.

Double cardan joints, often called CVs, appear where angle is high at one end. They can perform at bigger angles more smoothly than a single joint, however they are not a cure-all. They include length and expense, and they concentrate wear 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 bring their own risks. They see high angles at low engine speed during work cycles where the operator is focused on hydraulics, not the truck. I have actually seen PTO shafts with best balance still fail since the operator let them chatter at high angle for hours feeding a pump. Specification the joint series up a notch for PTO responsibility if the angle is high, and educate the team about rpm and angle limits.

Maintenance that actually avoids failure

Grease schedules wander in the real world. Set intervals in miles or hours and anchor them to the heaviest service in your fleet, not the lightest. For most heavy trucks with greaseable joints, a 5,000 to 10,000 mile interval works if the environment is clean. In mines, on salted winter roadways, or in off-road logging, reduce that to 2,500 miles or even weekly. Utilize an NLGI 2 lithium complex grease that matches your temperature range. At the slip, add grease up until you see fresh product at the seal, then stop. If the slip has a purge plug, fracture 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 throughout service. Any roughness, sound, or axial play is a warning. The rubber support ought to look uncracked and firm. A sagging assistance 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 a hint 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 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 save later

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

Installation subtlety that prevents do-overs

Before the new or reconstructed shaft goes in, clean up 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 center it. On half-round yokes, seat the caps directly, tap them with a brass drift to settle the needles, then torque gradually in series. Rotate the shaft after each cap to feel for binding. If a cap binds, pull it back apart and check that all needles stayed upright. Just one needle tipped on its side will feel great in the store and fail in service.

Set the carrier height utilizing shims rather than prying on slotted holes. Verify that the rubber is not pre-loaded into a twist. Recheck operating angles at ride height, and tape them. Those numbers become your standard when somebody 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

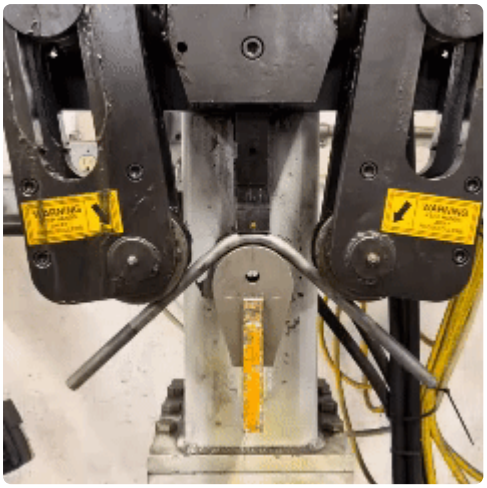
Suspension work and driveline work are wed. If you lift or level a leaf-spring truck, fix the pinion angle with proper shims and lock it down with Custom U Bolts cut to the right length, not recycled hardware with over-stretched threads. Torque them in phases, cross-pattern, and retorque after the first 100 to 200 miles. Axle wrap under torque is not simply a traction problem. It is a U-joint killer. Appropriate securing 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 performing at speed on a chassis dyno. Loose clothes and spinning shafts do not mix. On roadway tests, select routes where you can hold stable speeds. If you have access to a tri-axial accelerometer or an easy phone-based vibration app installed securely, log a standard. 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 problem, do not hand back the truck and hope. Validate under custom U bolts Anderson Brothers Truck & Equipment the conditions the driver in fact sees.

The bottom line for reliable drivelines

Custom driveline fabrication is equivalent parts measurement discipline, element choice, and attention to small 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 stay well clear of critical speed, and balance at representative rpm, the truck will feel settled. Set that with the right fasteners, from flange bolts to Custom U Bolts where suspension work touches pinion angle, and you prevent the sluggish creep of issues that become big invoices.



When you do it right, the outcome is not dramatic. The mirrors stop shaking, the floorboard goes peaceful, and the driver stops considering the driveline completely. That is the objective. 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
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?

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

Families spending time at RiverPlay Discovery Village are close to local experts who provide Drivelines work, Custom U Bolts fabrication, and dependable Truck Parts.