

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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Downtime has a cost, and driveline vibration has a way of making that cost climb. It starts as a hum under the floor or a mirror that blurs at 45 mph, then becomes u-joint heat, carrier bearing failure, and a service call on the

shoulder. The stakes are not abstract. Excess vibration amplifies wear throughout the entire chassis. Tires scallop, transmission installs split, differential pinion seals weep, and fuel economy drops half a mile per gallon. If you depend upon a truck to make, a clean-running driveline is a bottom-line item.

You do not need to end up being a machinist to buy driveline work wisely. You do require to understand how quality shows up, what tolerances matter, and how to sort a real rebuilder from somebody who is just painting rusty shafts and pushing in captive u-joints. This guide walks through the process and the decisions, from measurement and phasing to balancing and custom parts. It covers where custom fabrication makes good sense, what great stores deliver, and how to avoid pricey do-overs.

What a driveline does, and how heavy-duty changes the rules

At its easiest, a driveline transmits rotating power from the transmission or transfer case to the axle pinion. In heavy trucks and employment equipment the assembly frequently covers long distances and several joints. You might see a two-piece shaft with a carrier bearing on a highway tractor, or 3 pieces with an intermediate jackshaft under a mixer or dump truck. As length grows, so does the requirement for exact positioning and balance. A few thousandths of an inch of runout that would be safe in a short vehicle shaft can become a shaker when multiplied over 80 inches of tube and 2 or 3 joints.

Common parts you will come across:

- Tubes, frequently 3.5 to 6 inches in size, with wall density from around 0.083 to 0.250 inch depending on torque and span.
- Weld yokes and slip yokes that mate to universal joints and splines.
- Universal joints, greasable or sealed, often with high-angle or full-round caps for severe service.
- Center or provider bearings for multi-piece drivelines.
- Flange yokes or companion flanges at the transmission and differential.
- Safety loops or guards in certain applications.

Heavy-duty brings much heavier torque pulsation from diesel engines, steeper angles from raised suspensions or heavy loads, and longer unsupported lengths. Those aspects raise level of sensitivity to phasing, runout, and balance.

Classic signs, and what they mean

Vibration has signatures. Skilled techs can typically guess the source by frequency and car speed.

A steady buzz that appears at a specific roadway speed, independent of engine rpm, points to driveline imbalance or runout. It will frequently peak around a vital shaft speed, then taper off or shift if you upshift and change driveshaft rpm at a provided road speed.

A cyclic grumble or rumble that changes on throttle tip-in might be a u-joint brinelling in one plane. Heat at a single cap, dry rust powder under a u-joint strap, or micro-spalling inside the caps confirms it.

A shudder on launch, then smooth cruising, tends to be an angle concern or a used slip spline binding as the suspension moves.

A drumming at 20 to 30 miles per hour that vanishes above 40 often implicates a carrier bearing assistance or a floppy center support bracket.

Not all shakes come from drivelines. Tires with broken belts, bent wheels, out-of-round brake drums, bad engine installs, or a harmed pinion yoke can make complex the picture. Before authorizing a rebuild, it is fair to ask the store to examine yoke pilots, flange face runout, and u-joint bores. A careful store isolates the issue rather of hanging parts.

The rebuild, step by action, and what quality looks like

A correct rebuild starts with evaluation. The shop checks tube straightness, yoke bore wear, spline lash, and the match in between companion flanges. The majority of utilize a V-block and dial sign, or they mount the shaft in a lathe. Anything over about 0.010 inch total showed runout on a typical highway-length tube is suspect. On very long sections, target values are tighter.

Tube replacement prevails. If television is dented, kinked, heavily rusted, or split at the weld toe, it requires new steel. Excellent rebuilders stock DOM and electric resistance bonded tube in common diameters and wall thicknesses, then cut to length, preparation on a lathe, and fit new weld yokes. Ask whether they utilize a mandrel to guarantee concentricity through the weld, and whether they straighten after welding. Heat input throughout welding can pull a tube out of true. Shops that avoid straightening end up going after balance weights later.

Phasing matters. U-joints need to be lined up so that the input and output angular accelerations cancel. On a single-piece shaft with 2 u-joints, the yokes at both ends must remain in line. On multi-piece assemblies the stages repeat at each area referenced to the carrier bearing bracket. If a shaft was marked at disassembly, those witness marks guide phasing on reassembly. If a shop returns your shaft without stage marks, ask them to add scribe marks or paint stripes. It conserves time the next time the carrier bearing needs replacement.

U-joint choices are not trivial. Greasable joints are practical and can last a very long time in fleet service, however every hole drilled for a zerk decreases cross strength and can concentrate tension. Sealed sturdy joints with larger trunnions carry more load and frequently run smoother. On highway tractors, a high quality sealed joint can run 300 to 500 thousand miles. On mixers, refuse trucks, or plow trucks that see contamination and steep angles, greasable full-round joints may be the winner. The key corresponds upkeep and avoiding cheap bearings with soft caps that stress in the yokes.

Slip splines deserve attention. If you feel notchiness as you compress the slip by hand, it is used. Look for polishing, large lash, or dry rust on the male spline. Some applications utilize layered splines or dust boots to extend life. An oversize or long travel slip may be required after wheelbase modifications. It is better to spec the best slip length than to trust a marginal engagement that tears out under axle wrap.

Carrier bearings stop working in 2 ways. The rubber isolator rips or collapses, or the bearing itself brinnells. Either can trigger positioning shifts, especially under torque. When replacing a provider, inspect the bracket and shims, and validate the bracket is not bent. Even a couple of millimeters of balanced out can change joint angles enough to feed vibration at highway speeds.

Once welded and phased, the assembly goes to the balancer. That is where excellent shops different themselves.

What balancing truly entails

Balancing is not a single number on a screen. It is a process of measuring residual unbalance and remedying it with weights specifically positioned at one or more planes. Short, stiff shafts might just need single aircraft corrections close to the center of mass. Long durable drivelines generally require two plane vibrant balancing. The balancer spins the shaft at a set speed and procedures amplitude and angle of unbalance at each end. The operator then includes weight at prescribed clock angles.

Numbers differ by store and by shaft size, but a skilled target for a highway tractor shaft is frequently in the variety of a few gram inches to low ounce inches per plane. The point is not the precise unit, it is consistency and documentation. If you request balance reports, a severe shop can print or email them, including correction weights and their positions.

Critical speed is the killer that typically gets overlooked. Every shaft has a speed where it wants to bow or whip. That speed depends upon length, size, wall density, assistance bearings, and material. You can approximate it approximately, but stores with experience know to examine anticipated service rpm against critical speed. They might upsize tube size to raise the margin, shorten spans with an added carrier bearing, or modification tube density to change tightness. Paint can hide sins, however it will not change important speed. If a truck returns with a shaft that vibrates just in top gear at highway speeds, and the vibration scales with speed however not load, crucial speed is suspect.

Weight style matters too. Weld-on pieces use strong retention in off-road service, but they can make complex future weld repair work and trap debris. Stick-on weights look tidy however can fly off in heat and oil. Ask the shop how they secure weights and whether they seal over corrections to keep balance steady in service.

Finally, some problems need on-vehicle balancing. When a vibration reveals only under really specific load and speed windows, and a free-spinning shaft on a bench balancer looks fine, an on-truck balancer can expose resonance in the put together system. Couple of stores do this often, but it is a mark of a diagnostician instead of a parts hanger.

Materials, fabrication, and the little information that include up

Tube quality drives service life. Drawn-over-mandrel tube provides a smooth inside diameter, tight tolerance, and great straightness. Electric resistance bonded tube can work well in moderate service if the weld joint is controlled and oriented consistently. On extreme torque develops, thicker walls tame deflection, however weight climbs up and critical speed drops for a given size. Many vocational drivelines live between 0.120 and 0.188 inch wall, while long periods or high torque setups utilize 0.219 or 0.250. There is no totally free lunch. Much heavier wall manages abuse but needs attention to balance and speed limits.

Yoke metallurgy shows up when you tighten straps or press bearings. Low-cost cast yokes warp, and the cap tires oval out. Good yokes are forged and machined to spec. Try to find tidy fillets, uniform surface in the bores, and no chatter on the clamp faces. If you run full-round joints with bearing straps, the bolt holes should not be extended or out of round. On strap and bolt joints, reuse bolts only if they satisfy the maker's torque specification and are not necked.



Weld quality shows up. An uniform bead with appropriate width, free of undercut or porosity, informs you the welder controlled heat input. Excessive bluing or burned paint far beyond the joint hints at poor heat control and most likely tube distortion. After welding, truing is not optional. Aligning presses and dial signs come out before the shaft ever strikes the balancer.

Phasing marks are free to include and save disappointment down the roadway. So are paint dots on the caps that connect back to recorded torque specifications. Little touches like those associate with mindful balancing.

When custom fabrication is the best move

If you altered wheelbase, moved a transmission, swapped an axle ratio with a different pinion offset, or included a PTO, stock parts may not fit or carry out. Custom fabrication shines when geometry changes. Examples from the store floor:

- A logging truck that gained a 20 inch stinger for a self-loader required a two-piece driveline with an added carrier bearing to keep critical speed above cruise rpm.
- A dump truck with an aftermarket rubber block suspension squatted packed and raised angles at the rear joint past 6 degrees. A larger size tube and high-angle u-joints brought angles and speed fluctuation into a safe zone.
- An older decline truck with damaged crossmembers required a new center support bracket. The shop fabricated a gusseted plate, then used shims to bring the carrier bearing back into airplane with the transmission output.

Custom U Bolts get in the story faster than numerous owners anticipate. Axle real estate seats, leaf spring packs, and aftermarket lift obstructs tend to make basic shelf U-bolts a risky guess. An appropriate U-bolt has the best bend radius to match the axle tube, rolled threads for strength at the root, proper leg length to capture the stack with room for a few threads happy, and either zinc plating or a covering to slow rust. Bent-from-all-thread is a typical corner cut that fails early. Shops that make Custom U Bolts in-house take measurements from the real axle and spring stack and bend on a press with the right dies. Torque matters here too. A heavy tandem axle can call for 250 to 450 pound feet on U-bolt nuts. Without that securing force, the axle can stroll and throw pinion angle

into mayhem. If your driveline established vibration right after spring work, put a torque wrench on every U-bolt, then recheck angles.

How to measure for a new or reconstructed shaft without guessing

Shops can only construct what you request for, and measurement mistakes result in costly returns. When in doubt, a great rebuilder will crawl under the truck and procedure face to face. If you need to provide dimensions yourself, utilize this short checklist.

- Record the automobile at trip height, on the ground, with typical load. Measure from flange face to flange face, not off the edges of the yokes.
- Note spline count and significant size on slip yokes. Count two times. Numerous look alike at first glance.
- Check pilot diameters and bolt patterns on buddy flanges. A millimeter error can prevent assembly.
- Capture u-joint series by determining cap size and span in between yoke ears. Do not assume based upon year or model.
- Document operating angles at each joint. A basic digital angle finder on the yokes and tube offers you the data to keep each joint under roughly 3 degrees for highway use, or to justify high-angle parts if needed.

If the chassis is incomplete or the angle will change with last trip height, make that clear. A few added words on the work order about air ride pressure or empty versus packed stance avoid surprises.

Choosing the right shop, and what to ask before you buy

A few questions separate the true driveline professionals from parts swappers and paint artists.

- What balance method do you utilize on sturdy drivelines, single aircraft or more plane, and can you offer balance reports if needed?
- What runout specification do you hold on completed tubes of my length? How do you proper weld pull, and do you align before balancing?
- What tube stock and yokes do you utilize, and how do you pick wall thickness and size for important speed margin in my application?
- How do you phase and mark multi-piece drivelines relative to the provider bearing bracket, and do you document u-joint torque specs on return?
- What guarantee do you offer on rebuilt drivelines, u-joints, and provider bearings, and what failures are left out, such as bent yokes from impact or running beyond angle limits?

Clear, specific responses are an excellent sign. So is a store that decreases a task if your requested geometry will run too near to important speed. That type of pushback conserves you road calls later.

Truck parts quality, and where to invest versus save

Not all Truck Parts carry equivalent weight in driveline health. You can often conserve money on non-rotating brackets or security loops. Invest thoroughly on the turning core.

U-joints sit at the top of the quality stack. Respectable brand names hold tolerances on cap diameter and trunnion finish. Inexpensive joints featured careless needles that pound into dust and caps that fret in the yoke. If cost appears too good, it is. In vocational fleets, a failed joint normally takes straps, caps, and in some cases ears with it. The resulting downtime overshadows the savings.

Carrier bearings are another part where quality shows up. Look at the rubber isolator. Company, uniform rubber with great bond lines and a husky bracket lives longer than thin rubber that sags in months. Bearings with appropriate seals and grease fill last. Purchasing a complete support that matches your frame bracket simplifies shimming and alignment.

Slip yokes and splines must match product and coating to the environment. In salt areas, a phosphate or nickel treatment can slow pitting. If you run heavy PTO usage at odd angles, a slip with more engagement length lowers wear. When the spline rocks, no quantity of grease will recuperate a smooth launch.

Companion flanges have pilots that center the joint. Wear here is subtle but severe. If the pilot gets wallowed, focusing shifts off the bolts and you will go after balance forever. Replace used flanges instead of stacking tolerance on tolerance.

For non-rotating hardware, Custom U Bolts deserve the exact same regard as the rotating pieces. They keep the axle in place, which manages pinion angle under load. Quality U-bolts with correct nuts and solidified washers hold torque. Request for rolled threads and validate surface. In fleets that service gravel or off-road, a coat of paint or wax on exposed threads spends for itself.

Angles, ride height, and multi-piece alignment

Even the very best well balanced shaft will shake if joint angles are incorrect. Universal joints do not transfer torque at continuous speed when angled. Two joints in series, correctly phased and at equal angles, cancel each other's speed variation. Problems arise when the angles differ, or when the center bearing in a multi-piece shaft sits off-plane.

For highway use, keeping operating angle at each joint under about 3 degrees is an excellent guideline. Under 1 degree is ideal however typically impractical with frame crossmembers and packaging. Occupation trucks that cycle suspension travel more should have low angles at small ride height to reduce wear. Utilize a digital inclinometer to determine the transmission output, the shaft, and the pinion. The angle in between the shaft and each yoke face is what matters. Do not presume frame level equates to angle correct.

On two-piece drivelines, the center bearing must be square to the first shaft and in plane with the output. A shim stack that is off by even a small amount sets the 2nd shaft at an odd angle and adds a low frequency rumble. Many providers mount on slotted holes. Torque the fasteners with the truck at ride height and recheck after a hundred miles. Rubber relaxes, and shims can seat.

Suspension modifications make complex everything. Air trip that runs a various pressure empty versus packed will alter pinion [truck parts](#) angle in service. A lift that utilizes blocks without pinion angle correction can press a rear joint beyond its happy variety. Before you blame balance, check ride height, torque rods, leaf spring bushings, and U-bolt torque.

Cost, turn-around, and reasonable expectations

Prices move with region and supply, however typical varieties hold across stores that do careful work.

A simple single-piece highway driveline with new tube, 2 new u-joints, and dynamic balance often lands in the 500 to 1,200 dollar variety. A long, large size tube with premium joints might run greater. Multi-piece assemblies with a new provider bearing, 3 joints, and positioning can range from 1,200 to 3,000 dollars depending on material and parts brand. Balance only, if your parts are sound, can be 150 to 400 dollars.

Turnaround times differ with workload and parts on hand. A shop that stocks typical tube sizes, weld yokes, and u-joints can turn an easy rebuild in a day or two. Custom fabrication that changes diameter, adds a carrier bracket, or needs unusual yokes takes longer. Expect a week if parts should be ordered.

If you require field service or on-vehicle balancing, consider travel and setup charges. Spending for a tech who brings an angle finder, torque wrench, and the judgment to state no to a bad geometry is hardly ever lost money.

Maintenance that keeps balance true

A balanced shaft can head out again if upkeep slips. Grease intervals for u-joints differ, but a useful rhythm for daily-use vocational trucks is every 5 to 10 thousand miles, earlier in wet or infected environments. Purge old grease until fresh appears at all four caps, then clean excess that can attract grit. Do not forget the slip spline. A small amount of the proper grease on the male and inside the female lowers stick-slip shudder. Use grease advised for splines, frequently a moly blend.

Torque checks stop parts from walking. After any driveline service, put a torque wrench on strap bolts, carrier bearing fasteners, and Custom U Bolts at 50 to 100 miles. Straps stretch a little, rubber seats, and paint crushes. Validating clamp load captures problems early. Tape-record these checks. If a strap bolt turns quickly after a short run, replace it. Stretched bolts do not hold torque reliably.

Keep an eye on seals and installs. A pinion seal that starts weeping may be an outcome, not a cause. Vibration hammers seals and bearings. Engine and transmission installs that droop transfer more motion into the shaft. Replace per schedule or at the first sign of cracking.

Finally, deal with balance weights with regard. If you notice a missing out on weight or a fresh bare metal spot where a weight used to sit, get the shaft rebalanced before it secures bearings.

Final buying advice

You can buy driveline work the way people purchase tires, by cost and accessibility, or you can purchase it the method fleets with low downtime do, by requirements and reputation. Bring data. Angles, lengths, spline counts, and expected load help an excellent store develop once and construct right. Ask for tolerances, not slogans. Anticipate to pay a little bit more for tight balancing, straight tubes, and recorded phasing. It repays in fewer callbacks and less time on the shoulder.

When work broadens beyond an easy rebuild, do not hesitate of custom fabrication. If geometry changes, custom beats compromise. That consists of Custom U Bolts for suspension stability and right pinion angle. When you add a provider bearing or change tube diameter, have the store talk you through important speed and the trade-offs in between tightness and weight. If they speak in particular numbers and useful restraints, you are in good hands.

Drivelines are not glamorous Truck Parts. They do their best work undetected. With the right options and a store that appreciates the thousandths, they will stay that way.

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 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:(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](tel:(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.