

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 method of making that rate climb. It begins 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 magnifies wear across 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 earn, a clean-running driveline is a fundamental item.

You do not require to become a machinist to purchase driveline work smartly. You do need to know how quality shows up, what tolerances matter, and how to arrange a genuine rebuilder from somebody who is just painting rusty shafts and pressing in captive u-joints. This guide walks through the procedure and the decisions, from measurement and phasing to balancing and custom parts. It covers where custom fabrication makes sense, what excellent stores deliver, and how to prevent 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 occupation equipment the assembly typically spans fars away and numerous joints. You may see a two-piece shaft with a provider bearing on a highway tractor, or three pieces with an intermediate jackshaft under a mixer or discard truck. As length grows, so does the need for exact alignment and balance. A few thousandths of an inch of runout that would be safe in a short automobile shaft can become a shaker when multiplied over 80 inches of tube and two or 3 joints.

Common elements you will experience:

- Tubes, often 3.5 to 6 inches in diameter, with wall density from around 0.083 to 0.250 inch depending upon torque and span.
- Weld yokes and slip yokes that mate to universal joints and splines.
- Universal joints, greasable or sealed, in some cases 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 elements raise level of sensitivity to phasing, runout, and balance.

Classic symptoms, and what they mean

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

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

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



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

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

Not all shakes originate from drivelines. Tires with broken belts, bent wheels, out-of-round brake drums, bad engine mounts, or a harmed pinion yoke can complicate the picture. Before licensing a rebuild, it is reasonable to ask the shop to examine yoke pilots, flange face runout, and u-joint bores. A cautious shop isolates the problem instead of hanging parts.

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

A correct rebuild starts with assessment. The store checks tube straightness, yoke bore wear, spline lash, and the match between buddy flanges. Most use a V-block and dial indication, or they install the shaft in a lathe. Anything over about 0.010 inch total indicated runout on a typical highway-length tube is suspect. On long sections, target values are tighter.

Tube replacement prevails. If television is dented, kinked, heavily rusted, or cracked at the weld toe, it needs new steel. Good rebuilders stock DOM and electric resistance welded 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 ensure concentricity through the weld, and whether they straighten after welding. Heat input throughout welding can pull a tube out of real. Shops that skip correcting the alignment of end up chasing balance weights later.

Phasing matters. U-joints need to be aligned so that the input and output angular velocities cancel. On a single-piece shaft with 2 u-joints, the yokes at both ends ought to remain in line. On multi-piece assemblies the stages repeat at each section 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 phase marks, ask them to include scribe marks or paint stripes. It conserves time the next time the carrier bearing requires replacement.

U-joint options are not trivial. Greasable joints are practical and can last a long time in fleet service, however every hole drilled for a zerk minimizes cross strength and can focus stress. Sealed sturdy joints with larger trunnions bring more load and often run smoother. On highway tractors, a high quality sealed joint can run 300 to 500 thousand miles. On mixers, decline trucks, or plow trucks that see contamination and steep angles, greasable full-round joints might be the sure thing. The key is consistent upkeep and preventing cheap bearings with soft caps that worry in the yokes.

Slip splines deserve attention. If you feel notchiness as you compress the slip by hand, it is used. Try to find polishing, large lash, or dry rust on the male spline. Some applications use layered splines or dust boots to extend life. An oversize or long travel slip may be needed after wheelbase modifications. It is much better to spec the ideal slip length than to trust a limited 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 alignment shifts, specifically under torque. When changing a carrier, examine the bracket and shims, and confirm the bracket is not bent. Even a couple of millimeters of balanced out can alter joint angles enough to feed vibration at highway speeds.

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

What balancing actually entails

Balancing is not a single number on a screen. It is a procedure of measuring residual unbalance and fixing it with weights precisely put at one or more aircrafts. Short, stiff shafts may just need single aircraft corrections near to the center of gravity. Long sturdy drivelines usually need two plane dynamic balancing. The balancer spins the

shaft at a set speed and steps amplitude and angle of unbalance at each end. The operator then adds weight at recommended clock angles.

Numbers vary by shop 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 airplane. The point is not the precise system, it is consistency and documentation. If you request for balance reports, a major store 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 wishes to bow or whip. That speed depends upon length, size, wall density, support bearings, and product. You can approximate it roughly, but stores with experience know to examine forecasted service rpm against vital speed. They may upsize tube size to raise the margin, reduce periods with an included carrier bearing, or modification tube density to change tightness. Paint can hide sins, but it will not change crucial speed. If a truck returns with a shaft that vibrates only in leading equipment at highway speeds, and the vibration scales with speed however not load, important speed is suspect.

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

Finally, some problems need on-vehicle balancing. When a vibration reveals just under extremely 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 assembled system. Few stores do this frequently, but it is a mark of a diagnostician rather than a parts hanger.

Materials, fabrication, and the small details that include up

Tube quality drives life span. Drawn-over-mandrel tube gives a smooth inside size, tight tolerance, and excellent straightness. Electric resistance bonded tube can work well in moderate service if the weld joint is managed and oriented regularly. On severe torque constructs, thicker walls tame deflection, but weight climbs and vital speed drops for a given size. Numerous professional drivelines live in between 0.120 and 0.188 inch wall, while long periods or high torque setups utilize 0.219 or 0.250. There is no free lunch. Heavier wall handles abuse but needs attention to balance and speed limits.

Yoke metallurgy appears when you tighten straps or press bearings. Low-cost cast yokes warp, and the cap tires oval out. Great yokes are forged and machined to spec. Search for tidy fillets, consistent 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 stretched 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 correct width, without undercut or porosity, tells you the welder controlled heat input. Extreme bluing or burned paint far beyond the joint hints at poor heat control and most likely tube distortion. After welding, truing is not optional. Correcting the alignment of presses and dial indicators come out before the shaft ever hits the balancer.

Phasing marks are complimentary to include and conserve disappointment down the road. So are paint dots on the caps that connect back to recorded torque specs. Little touches like those associate with careful balancing.



When custom fabrication is the right move

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

- A logging truck that got a 20 inch stinger for a self-loader needed a two-piece driveline with an included carrier bearing to keep critical speed above cruise rpm.
- A dump truck with an aftermarket rubber block suspension crouched crammed and raised angles at the rear joint past 6 degrees. A bigger size tube and high-angle u-joints brought angles and velocity change into a safe zone.
- An older decline truck with broken crossmembers needed a new center assistance bracket. The shop made a gusseted plate, then used shims to bring the provider bearing back into plane with the gearbox output.

Custom U Bolts enter the story earlier than many owners anticipate. Axle housing seats, leaf spring packs, and aftermarket lift blocks tend to make basic shelf U-bolts a dangerous guess. A correct U-bolt has the ideal bend radius to match the axle tube, rolled threads for strength at the root, proper leg length to catch 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 common corner cut that stops working 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 ideal dies. Torque matters here too. A heavy tandem axle can require 250 to 450 pound feet on U-bolt nuts. Without that clamping force, the axle can walk and throw pinion angle into mayhem. If your driveline developed vibration right after spring work, put a torque wrench on every U-bolt, then recheck angles.

How to measure for a new or rebuilt shaft without guessing

Shops can just develop what you request, and measurement mistakes cause costly returns. When in doubt, a great rebuilder will crawl under the truck and measure personally. If you must provide dimensions yourself, use this brief checklist.

- Record the automobile at trip height, on the ground, with common load. Measure from flange face to flange face, not off the edges of the yokes.
- Note spline count and significant diameter on slip yokes. Count two times. Lots of look alike at first glance.
- Check pilot diameters and bolt patterns on companion flanges. A millimeter error can avoid assembly.
- Capture u-joint series by measuring cap diameter and span in between yoke ears. Do not presume based on year or model.
- Document operating angles at each joint. A basic digital angle finder on the yokes and tube gives 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 insufficient or the angle will change with final trip height, make that clear. A few added words on the work boss air ride pressure or empty versus loaded position prevent surprises.



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

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

- What balance approach do you use on heavy-duty drivelines, single airplane or two plane, and can you offer balance reports if needed?
- What runout specification do you hold on completed tubes of my length? How do you right weld pull, and do you correct the alignment of before balancing?
- What tube stock and yokes do you use, and how do you select wall thickness and size for important speed margin in my application?
- How do you stage and mark multi-piece drivelines relative to the carrier bearing bracket, and do you record u-joint torque specs on return?
- What service warranty do you provide on rebuilt drivelines, u-joints, and provider bearings, and what failures are excluded, such as bent yokes from effect or running beyond angle limits?

Clear, particular answers are a good sign. So is a store that declines a task if your asked for geometry will run too near to crucial speed. That kind of pushback saves you roadway calls later.

Truck parts quality, and where to spend versus save

Not all Truck Parts carry equivalent weight in driveline health. You can typically save cash on non-rotating brackets or safety loops. Spend carefully on the turning core.

U-joints sit at the top of the quality stack. Trusted brand names hold tolerances on cap diameter and trunnion finish. Inexpensive joints included sloppy needles that pound into dust and caps that stress in the yoke. If cost appears too excellent, it is. In employment fleets, a failed joint normally takes straps, caps, and sometimes ears with it. The resulting downtime overshadows the savings.

Carrier bearings are another part where quality is visible. Take a look at the rubber isolator. Firm, consistent rubber with good bond lines and a husky bracket lives longer than thin rubber that droops in months. Bearings with proper seals and grease fill last. Purchasing a complete assistance that matches your frame bracket simplifies shimming and alignment.

Slip yokes and splines should match product and finish 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 reduces wear. As soon as the spline rocks, no amount of grease will recover a smooth launch.

Companion flanges have pilots that focus the joint. Wear here is subtle but severe. If the pilot gets wallowed, centering shifts off the bolts and you will chase balance permanently. Replace worn flanges rather than stacking tolerance on tolerance.

For non-rotating hardware, Custom U Bolts deserve the very same respect as the turning 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 rolled threads and verify 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 best well balanced shaft will shake if joint angles are wrong. Universal joints do not send torque at constant speed when angled. Two joints in series, properly phased and at equivalent angles, cancel each other's speed variation. Issues emerge when the angles vary, 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 a great rule. Under 1 degree is perfect but typically impractical with frame crossmembers and product packaging. Vocational trucks that cycle suspension travel more ought to have low angles at small trip height to decrease wear. Use 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 assume frame level equates to angle correct.

On two-piece drivelines, the center bearing should be square to the first shaft and in aircraft with the output. A shim stack that is off by even a percentage sets the second shaft at an odd angle and adds a radio frequency rumble. Many providers install on slotted holes. Torque the fasteners with the truck at trip height and recheck after a hundred miles. Rubber relaxes, and shims can seat.

Suspension modifications complicate everything. Air trip that runs a various pressure empty versus packed will alter pinion angle in service. A lift that uses blocks without pinion angle correction can push a [custom U bolts](#) [andersonbrotherste.com](#) rear joint beyond its pleased variety. Before you blame balance, check ride height, torque rods, leaf spring bushings, and U-bolt torque.

Cost, turn-around, and realistic expectations

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

A simple single-piece highway driveline with new tube, 2 new u-joints, and vibrant balance typically lands in the 500 to 1,200 dollar variety. A long, big diameter tube with premium joints might run higher. Multi-piece assemblies with a new carrier bearing, 3 joints, and alignment can range from 1,200 to 3,000 dollars depending on material and parts brand. Balance just, if your parts are sound, can be 150 to 400 dollars.

Turnaround times vary with workload and parts on hand. A store that stocks common tube sizes, weld yokes, and u-joints can turn an easy rebuild in a day or more. Custom fabrication that changes diameter, includes a carrier bracket, or requires unusual yokes takes longer. Anticipate a week if parts need to be ordered.

If you require field service or on-vehicle balancing, factor in travel and setup charges. Paying for a tech who brings an angle finder, torque wrench, and the judgment to say no to a bad geometry is seldom lost money.

Maintenance that keeps balance true

A well balanced shaft can head out once again if maintenance slips. Grease periods for u-joints differ, but a useful rhythm for daily-use employment trucks is every 5 to 10 thousand miles, faster in wet or polluted environments. Purge old grease till fresh appears at all 4 caps, then clean excess that can bring in grit. Do not forget the slip spline. A small amount of the right grease on the male and inside the female decreases stick-slip shudder. Usage grease recommended for splines, typically a moly blend.

Torque checks stop parts from strolling. After any driveline service, put a torque wrench on strap bolts, provider bearing fasteners, and Custom U Bolts at 50 to 100 miles. Straps extend somewhat, rubber seats, and paint crushes. Verifying clamp load catches issues early. Record these checks. If a strap bolt turns quickly after a brief run, replace it. Extended bolts do not hold torque reliably.

Keep an eye on seals and mounts. A pinion seal that starts weeping may be a result, not a cause. Vibration hammers seals and bearings. Engine and transmission mounts that sag transfer more motion into the shaft. Change per schedule or at the very first indication of cracking.

Finally, treat balance weights with respect. If you discover 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 purchasing advice

You can purchase driveline work the way people purchase tires, by rate and availability, or you can purchase it the method fleets with low downtime do, by specification and track record. Bring data. Angles, lengths, spline counts, and anticipated load assist a great shop construct when and develop right. Request tolerances, not slogans. Anticipate to pay a bit more for tight balancing, straight tubes, and recorded phasing. It pays back in fewer callbacks and less time on the shoulder.

When work broadens beyond a simple rebuild, do not be afraid of custom fabrication. If geometry changes, custom beats compromise. That consists of Custom U Bolts for suspension integrity and right pinion angle. When you add a provider bearing or change tube diameter, have the store talk you through vital speed and the compromises in between tightness and weight. If they speak in specific numbers and useful constraints, you are in great hands.

Drivelines are not attractive Truck Parts. They do their finest work undetected. With the best options and a shop that cares about 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

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

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Anderson Brothers Truck & Equipment has Google Maps listing <https://maps.app.goo.gl/ta67Qi9fc5DCZZzp7>

Anderson Brothers Truck & Equipment has Facebook page <https://www.facebook.com/andersonbrotherseugene>

Anderson Brothers Truck & Equipment has an Instagram page <https://www.instagram.com/andersonbrotherste/>

Anderson Brothers Truck & Equipment won Top Driveline and Truck Part Company 2025

Anderson Brothers Truck & Equipment earned Best Customer Service Award 2024

Anderson Brothers Truck & Equipment was awarded Best Custom U Bolts 2025

People Also Ask about Anderson Brothers Truck & Equipment

What does Anderson Brothers Truck & Equipment do in Eugene, Oregon?

Anderson Brothers Truck & Equipment is a Eugene-based truck parts and repair company that provides custom U-bolt bending, driveline repair and replacement, new and used truck parts, and other medium- and heavy-duty truck services. They have served the area since 1949.

Where is Anderson Brothers Truck & Equipment located?

Anderson Brothers Truck & Equipment is located at 2640 Highway 99 N, Eugene, Oregon 97402. Our website also lists phone number (541) 688-8686 and business hours for local customers needing parts or repair service.

How long has Anderson Brothers Truck & Equipment been in business?

Anderson Brothers has been serving Eugene since 1949. The business is a long-established local provider of truck parts, fabrication, and repair services.

Does Anderson Brothers Truck & Equipment sell new and used truck parts?

Yes. Anderson Brothers sells both new and used truck parts for medium- and heavy-duty vehicles. We focus on parts categories such as brakes and drums, wheel shafts, Baldwin filters, straps and tie downs, exhaust parts, and other accessories.

Does Anderson Brothers Truck & Equipment offer local truck parts delivery?

Yes. The company offers local delivery for truck parts in Eugene and Springfield, and our truck parts page also notes delivery to Eugene, Springfield, and surrounding areas.

What driveline services does Anderson Brothers Truck & Equipment provide?

Anderson Brothers specializes in custom driveline solutions, including driveline replacement, drive shaft repair, and precision fabrication. These services are available for heavy trucks, cars, and pickup trucks.

Can Anderson Brothers Truck & Equipment make custom U-bolts?

Yes. We offer custom U-bolt bending in Eugene and can produce U-bolts in different lengths, widths, thread sizes, and thicknesses. We can bend both round and square U-bolts depending on the application.

What truck repair services does Anderson Brothers Truck

& Equipment offer?

We perform repair and maintenance work for medium- and heavy-duty trucks, including flywheel resurfacing, oil changes, brake services, suspension repair, and king pin replacement. We work to reduce downtime and keep trucks performing at their best.

What truck brands does Anderson Brothers Truck & Equipment service and supply parts for?

Anderson Brothers says it services and supplies parts for major truck and equipment brands including Freightliner, Kenworth, Peterbilt, Mack, Volvo, and Cummins, among others.

Who owns Anderson Brothers Truck & Equipment?

Anderson Brothers is now led by the Weld Family, who also own Buck's Sanitary Services and Royal Flush Environmental Services. The current ownership remains focused on serving Eugene and the surrounding community.

Where is Anderson Brothers Truck & Equipment located?

The Anderson Brothers Truck & Equipment is conveniently located at 2640 State Hwy 99 N #1, Eugene, OR 97402. You can easily find directions on [Google Maps](#) or call at [\(541\) 688-8686](tel:5416888686) Monday through Friday 7:30am to 6:00pm, Saturday 8:00am to 2:00pm. Closed Sundays.

How can I contact Anderson Brothers Truck & Equipment?

You can contact Anderson Brothers Truck & Equipment by phone at: [\(541\) 688-8686](tel:5416888686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

After 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.