

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 rate, and driveline vibration has a method of making that cost climb. It starts as a hum under the flooring or a mirror that blurs at 45 mph, then grows into u-joint heat, carrier bearing failure, and a service call on

the shoulder. The stakes are not abstract. Excess vibration enhances wear throughout the entire chassis. Tires scallop, transmission mounts 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 need to end up being a machinist to purchase driveline work smartly. You do require to know how quality shows up, what tolerances matter, and how to sort a real rebuilder from someone who is simply painting rusty shafts and pressing in captive u-joints. This guide walks through the procedure and the choices, from measurement and phasing to balancing and custom parts. It covers where custom fabrication makes good sense, what great stores deliver, and how to prevent costly do-overs.

What a driveline does, and how durable modifications the rules

At its easiest, a driveline transmits turning power from the transmission or transfer case to the axle pinion. In heavy trucks and occupation equipment the assembly often covers long distances and multiple 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 dispose truck. As length grows, so does the requirement for exact alignment and balance. A few thousandths of an inch of runout that would be harmless in a brief automotive shaft can become a shaker when multiplied over 80 inches of tube and two or 3 joints.

Common components you will encounter:

- Tubes, typically 3.5 to 6 inches in diameter, with wall thickness 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, often with high-angle or full-round caps for severe service.
- Center or carrier bearings for multi-piece drivelines.
- Flange yokes or buddy flanges at the transmission and differential.
- Safety loops or guards in specific applications.

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

Classic symptoms, and what they mean

Vibration has signatures. Knowledgeable techs can typically think the source by frequency and automobile speed.

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

A cyclic roar or rumble that changes on throttle tip-in might be a u-joint brinelling in one aircraft. 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 travelling, tends to be an angle problem or a worn slip spline binding as the suspension moves.

A drumming at 20 to 30 miles per hour that vanishes above 40 frequently links a provider bearing support or a floppy center assistance bracket.

Not all shakes come from drivelines. Tires with damaged belts, bent wheels, out-of-round brake drums, bad engine mounts, or a harmed pinion yoke can complicate the photo. Before licensing a rebuild, it is fair to ask the

shop to examine yoke pilots, flange face runout, and u-joint bores. A cautious shop isolates the issue rather of hanging parts.

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

An appropriate rebuild starts with inspection. The shop checks tube straightness, yoke bore wear, spline lash, and the match in between buddy flanges. Most utilize a V-block and dial indicator, or they install the shaft in a lathe. Anything over about 0.010 inch overall showed runout on a common highway-length tube is suspect. On long areas, target values are tighter.

Tube replacement is common. If television is dented, kinked, heavily corroded, or broken at the weld toe, it requires new steel. Great rebuilders stock DOM and electric resistance welded tube in common sizes and wall densities, 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 during welding can pull a tube out of true. Shops that avoid correcting the alignment of end up going after balance weights later.

Phasing matters. U-joints must 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 need to be in line. On multi-piece assemblies the phases 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 stage marks, ask to include scribe marks or paint stripes. It conserves time the next time the provider bearing requires replacement.

U-joint options are not minor. Greasable joints are convenient and can last a long period of time in fleet service, however every hole drilled for a zerk decreases cross strength and can focus tension. Sealed durable joints with larger trunnions bring more load and typically run smoother. On highway tractors, a high quality sealed joint can run 300 to 500 thousand miles. On mixers, decline trucks, or rake trucks that see contamination and high angles, greasable full-round joints might be the winner. The key corresponds upkeep and preventing low-cost 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. Search for polishing, broad lash, or dry rust on the male spline. Some applications use coated splines or dust boots to extend life. An oversize or long travel slip might be needed after wheelbase modifications. It is better to spec the ideal slip length than to rely on a limited engagement that tears out under axle wrap.

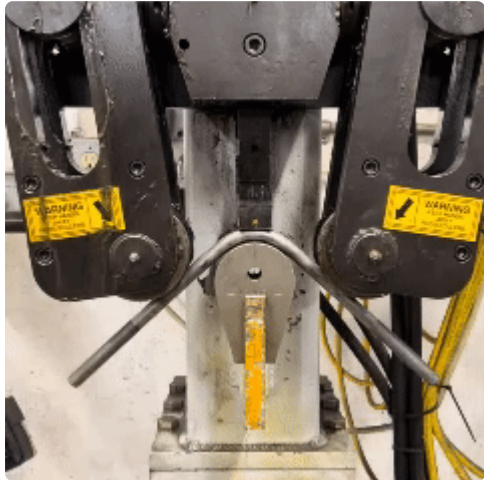
Carrier bearings fail in two ways. The rubber isolator rips or collapses, or the bearing itself brinnells. Either can trigger alignment shifts, especially under torque. When replacing a carrier, examine the bracket and shims, and confirm the bracket is not bent. Even a couple of millimeters of balanced 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 stores separate themselves.

What balancing truly entails

Balancing is not a single number on a screen. It is a procedure of measuring recurring unbalance and fixing it with weights precisely placed at one or more airplanes. Short, stiff shafts may only need single plane corrections close to the center of gravity. Long durable drivelines typically need 2 airplane dynamic balancing. The balancer spins the shaft at a set speed and measures amplitude and angle of unbalance at each end. The operator then includes weight at prescribed clock angles.



Numbers differ by shop and by shaft size, however a qualified target for a highway tractor shaft is frequently in the series of a few gram inches to low ounce inches per aircraft. The point is not the precise system, it is consistency and documents. If you ask for balance reports, a severe store can print or email them, consisting of correction weights and their positions.

Critical speed is the killer that often gets overlooked. Every shaft has a speed where it wishes to bow or whip. That speed depends upon length, diameter, wall density, assistance bearings, and material. You can approximate it approximately, however stores with experience know to check predicted service rpm against critical speed. They might upsize tube diameter to raise the margin, shorten spans with an included provider bearing, or change tube

density to alter tightness. Paint can conceal sins, however it will not alter vital speed. If a truck comes back with a shaft that vibrates just in top equipment at highway speeds, and the vibration scales with speed however not load, critical speed is suspect.

Weight style matters too. Weld-on pieces offer strong retention in off-road service, but they can make complex future weld repairs and trap particles. Stick-on weights look tidy however can fly off in heat and oil. Ask the store how they protect weights and whether they seal over corrections to keep balance stable in service.

Finally, some issues need on-vehicle balancing. When a vibration shows only under very particular load and speed windows, and a free-spinning shaft on a bench balancer looks fine, an on-truck balancer can reveal resonance in the assembled system. Couple of shops do this typically, however it is a mark of a diagnostician instead of a parts hanger.

Materials, fabrication, and the little details that add up

Tube quality drives life span. 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 managed and oriented consistently. On extreme torque builds, thicker walls tame deflection, but weight climbs and vital speed drops for a provided size. Lots of occupation drivelines live between 0.120 and 0.188 inch wall, while long periods or high torque setups use 0.219 or 0.250. There is no complimentary lunch. Much heavier wall deals with abuse however needs attention to balance and speed limits.

Yoke metallurgy appears when you tighten up straps or press bearings. Cheap cast yokes deform, and the cap bores oval out. Good yokes are forged and machined to spec. Search for clean fillets, consistent surface in the bores, and no chatter on the clamp deals with. If you run full-round joints with bearing straps, the bolt holes ought to not be stretched or out of round. On strap and bolt joints, reuse bolts just if they meet the maker's torque spec and are not necked.

Weld quality shows up. A consistent bead with proper width, free of undercut or porosity, informs you the welder managed 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. Straightening presses and dial signs come out before the shaft ever hits the balancer.

Phasing marks are totally free to add and save aggravation down the road. So are paint dots on the caps that tie back to documented torque specs. Little touches like those correlate with careful balancing.

When custom fabrication is the ideal move

If you changed 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 flooring:

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

Custom U Bolts get in the story sooner than lots of owners anticipate. Axle housing seats, leaf spring loads, and aftermarket lift blocks tend to make basic shelf U-bolts a dangerous guess. A correct U-bolt has the right bend radius to match the axle tube, rolled threads for strength at the root, appropriate leg length to capture the stack with room for a couple of threads happy, and either zinc [drivelines](#) plating or a finish to slow deterioration. Bent-from-all-thread is a common 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 clamping force, the axle can walk and throw pinion angle into turmoil. If your driveline established vibration right after spring work, put a torque wrench on every U-bolt, then recheck angles.

How to determine for a new or reconstructed shaft without guessing

Shops can just build what you request for, and measurement mistakes result in pricey returns. When in doubt, an excellent rebuilder will crawl under the truck and procedure face to face. If you must provide dimensions yourself, use this short checklist.

- Record the automobile at ride height, on the ground, with typical load. Step from flange face to flange face, not off the edges of the yokes.
- Note spline count and major diameter on slip yokes. Count twice. Numerous look alike at first glance.
- Check pilot sizes and bolt patterns on buddy flanges. A millimeter mistake can avoid 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 simple digital angle finder on the yokes and tube provides you the information to keep each joint under roughly 3 degrees for highway use, or to validate high-angle parts if needed.

If the chassis is incomplete or the angle will change with final trip height, make that clear. A couple of included 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 couple of questions separate the real driveline professionals from parts swappers and paint artists.

- What balance method do you use on sturdy drivelines, single plane or two plane, and can you provide balance reports if needed?
- What runout spec do you hold on completed tubes of my length? How do you correct weld pull, and do you correct the alignment of before balancing?
- What tube stock and yokes do you utilize, and how do you pick wall density and diameter for vital speed margin in my application?
- How do you phase and mark multi-piece drivelines relative to the carrier bearing bracket, and do you document u-joint torque specs on return?
- What guarantee do you provide on rebuilt drivelines, u-joints, and carrier bearings, and what failures are omitted, such as bent yokes from effect or operating beyond angle limits?

Clear, specific answers are a good indication. So is a shop that declines a job if your asked for geometry will run too near vital 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 conserve cash on non-rotating brackets or safety loops. Spend thoroughly on the rotating core.

U-joints sit at the top of the quality stack. Reliable brand names hold tolerances on cap size and trunnion surface. Cheap joints featured sloppy needles that pound into dust and caps that fret in the yoke. If price appears too great, it is. In occupation fleets, an unsuccessful joint typically takes straps, caps, and in some cases ears with it. The resulting downtime dwarfs the savings.

Carrier bearings are another part where quality is visible. Look at the rubber isolator. Firm, consistent rubber with good bond lines and a sturdy bracket lives longer than thin rubber that sags in months. Bearings with appropriate seals and grease fill last. Purchasing a total support that matches your frame bracket streamlines shimming and alignment.

Slip yokes and splines should match material and finishing to the environment. In salt areas, a phosphate or nickel treatment can slow pitting. If you run heavy PTO use at odd angles, a slip with more engagement length decreases wear. Once the spline rocks, no amount of grease will recuperate a smooth launch.

Companion flanges have pilots that center the joint. Use here is subtle however major. If the pilot gets wallowed, centering shifts off the bolts and you will chase after balance forever. Replace worn flanges rather than stacking tolerance on tolerance.

For non-rotating hardware, Custom U Bolts should have the very same respect as the turning pieces. They keep the axle in location, which controls pinion angle under load. Quality U-bolts with appropriate nuts and hardened washers hold torque. Request for rolled threads and confirm 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 balanced shaft will shake if joint angles are incorrect. Universal joints do not send torque at continuous speed when angled. Two joints in series, correctly phased and at equal angles, cancel each other's speed variation. Issues develop 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 a good rule. Under 1 degree is ideal but often not practical with frame crossmembers and product packaging. Vocational trucks that cycle suspension travel more need to have low angles at nominal ride height to minimize 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 need to be square to the very first shaft and in airplane with the output. A shim stack that is off by even a percentage sets the 2nd shaft at an odd angle and adds a low frequency rumble. Many carriers 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 changes make complex everything. Air ride that runs a different pressure empty versus packed will alter pinion angle in service. A lift that uses blocks without pinion angle correction can press a rear joint beyond its delighted variety. Before you blame balance, check ride height, torque rods, leaf spring bushings, and U-bolt torque.

Cost, turn-around, and practical expectations

Prices move with area and supply, but common varieties hold across shops that do careful work.

A straightforward single-piece highway driveline with new tube, 2 new u-joints, and vibrant balance often lands in the 500 to 1,200 dollar variety. A long, large diameter tube with premium joints might run higher. Multi-piece assemblies with a new provider bearing, 3 joints, and positioning can range from 1,200 to 3,000 dollars depending on product 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 more. Custom fabrication that changes diameter, includes a provider bracket, or requires unusual yokes takes longer. Anticipate a week if parts should 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 state no to a bad geometry is seldom squandered money.

Maintenance that keeps balance true

A well balanced shaft can go out again if maintenance slips. Grease intervals for u-joints vary, but a practical rhythm for daily-use trade trucks is every 5 to 10 thousand miles, earlier in wet or contaminated environments. Purge old grease till fresh appears at all 4 caps, then wipe excess that can bring in grit. Do not forget the slip spline. A small amount of the proper grease on the male and inside the female reduces stick-slip shudder. Usage grease suggested for splines, typically 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 extend somewhat, rubber seats, and paint crushes. Confirming clamp load captures issues early. Tape-record these checks. If a strap bolt turns quickly after a short run, replace it. Extended bolts do not hold torque reliably.

Keep an eye on seals and mounts. A pinion seal that begins weeping may be an outcome, 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 regard. If you observe a missing out on weight or a fresh bare metal patch where a weight used to sit, get the shaft rebalanced before it takes out bearings.

Final buying advice

You can purchase driveline work the way individuals purchase tires, by rate and accessibility, or you can purchase it the way fleets with low downtime do, by requirements and track record. Bring information. Angles, lengths, spline counts, and anticipated load help an excellent shop develop once and construct right. Request for tolerances, not slogans. Expect to pay a bit more for tight balancing, straight tubes, and recorded phasing. It repays in fewer callbacks and less time on the shoulder.

When work expands beyond an easy rebuild, do not hesitate of custom fabrication. If geometry modifications, custom beats compromise. That includes Custom U Bolts for suspension integrity and correct pinion angle. When you include a provider bearing or change tube size, have the shop talk you through important speed and the compromises between stiffness and weight. If they speak in particular numbers and useful restraints, you remain in excellent hands.

Drivelines are not glamorous Truck Parts. They do their best work undetected. With the right 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
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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.