

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 way of making that cost climb. It starts as a hum under the flooring or a mirror that blurs at 45 miles per hour, then becomes u-joint heat, carrier bearing failure, and a

service get in touch with 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 on a truck to earn, a clean-running driveline is a fundamental item.

You do not require to end up being a machinist to purchase driveline work wisely. You do require to understand how quality shows up, what tolerances matter, and how to arrange a real rebuilder from someone who is just painting rusty shafts and pressing in captive u-joints. This guide strolls through the process and the decisions, from measurement and phasing to balancing and custom parts. It covers where custom fabrication makes sense, what good shops deliver, and how to avoid expensive do-overs.

What a driveline does, and how durable 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 spans cross countries and numerous joints. You might see a two-piece shaft with a carrier bearing on a highway tractor, or three 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 harmless in a short vehicle shaft can end up being a shaker when multiplied over 80 inches of tube and 2 or 3 joints.

Common elements you will come across:

- Tubes, frequently 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, in some cases with high-angle or full-round caps for severe service.
- Center or provider 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 lifted 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. Skilled techs can often guess the source by frequency and lorry speed.

A steady buzz that appears at a specific roadway speed, independent of engine rpm, indicate driveline imbalance or runout. It will typically peak around a vital shaft speed, then lessen or shift if you upshift and change driveshaft rpm at an offered roadway speed.

A cyclic roar or rumble that changes 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 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 disappears above 40 regularly links a carrier bearing support or a floppy center assistance bracket.

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

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

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

A correct rebuild starts with evaluation. The shop checks tube straightness, yoke bore wear, spline lash, and the match between buddy flanges. Most use a V-block and dial sign, or they mount the shaft in a lathe. Anything over about 0.010 inch overall indicated runout on a normal highway-length tube is suspect. On long areas, target values are tighter.

Tube replacement is common. If television is dented, kinked, heavily worn away, or cracked at the weld toe, it needs new steel. Good rebuilders stock DOM and electrical resistance welded tube in common sizes and wall densities, then cut to length, prep on a lathe, and fit new weld yokes. Ask whether they use a mandrel to guarantee concentricity through the weld, and whether they correct the alignment of after welding. Heat input throughout welding can pull a tube out of real. Shops that avoid straightening wind up going after 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 must remain in line. On multi-piece assemblies the phases repeat at each section referenced to the provider bearing bracket. If a shaft was marked at disassembly, those witness marks guide phasing on reassembly. If a store returns your shaft without stage marks, ask to include scribe marks or paint stripes. It saves time the next time the carrier bearing requires replacement.

U-joint options are not minor. Greasable joints are practical and can last a long time in fleet service, however every hole drilled for a zerk lowers cross strength and can concentrate tension. Sealed durable joints with larger trunnions bring more load and frequently 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 may be the sure thing. The key corresponds maintenance and avoiding low-cost bearings with soft caps that worry in the yokes.

Slip splines are worthy of attention. If you feel notchiness as you compress the slip by hand, it is used. Look for polishing, broad 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 required after wheelbase changes. It is much better to spec the best slip length than to rely on a marginal engagement that tears out under axle wrap.

Carrier bearings stop working in 2 methods. The rubber isolator rips or collapses, or the bearing itself brinnells. Either can trigger alignment shifts, particularly under torque. When changing a carrier, check the bracket and shims, and validate the bracket is not bent. Even a couple of millimeters of offset can alter joint angles enough to feed vibration at highway speeds.

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



What balancing truly entails

Balancing is not a single number on a screen. It is a procedure of measuring recurring unbalance and correcting it with weights specifically positioned at one or more planes. Short, stiff shafts may only need single aircraft corrections near to the center of mass. Long sturdy drivelines generally need two aircraft dynamic balancing. The balancer spins the shaft at a set speed and measures amplitude and angle of unbalance at each end. The operator then adds weight at prescribed clock angles.

Numbers vary by store and by shaft size, but a qualified target for a highway tractor shaft is often in the range of a couple of gram inches to low ounce inches per aircraft. The point is not the exact unit, it is consistency and paperwork. 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 often gets overlooked. Every shaft has a speed where it wants to bow or whip. That speed depends on length, size, wall thickness, assistance bearings, and product. You can approximate it roughly, but stores with experience understand to check anticipated service rpm against critical speed. They may upsize tube diameter to raise the margin, reduce spans with an added provider bearing, or modification tube density to alter stiffness. Paint can conceal sins, but it will not alter 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 design matters too. Weld-on pieces offer strong retention in off-road service, however they can complicate future weld repair work and trap particles. 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 stable in service.

Finally, some issues require on-vehicle balancing. When a vibration shows just under really particular 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. Few shops do this typically, however it is a mark of a diagnostician instead of a parts hanger.

Materials, fabrication, and the small information that add up

Tube quality drives service life. Drawn-over-mandrel tube gives a smooth inside diameter, tight tolerance, and great straightness. Electric resistance welded tube can work well in moderate service if the weld seam is managed and oriented consistently. On severe torque constructs, thicker walls tame deflection, but weight climbs and crucial speed drops for an offered size. Many professional drivelines live in between 0.120 and 0.188 inch wall, while very long spans or high torque setups utilize 0.219 or 0.250. There is no complimentary lunch. Much heavier wall deals with abuse but demands attention to balance and speed limits.

Yoke metallurgy shows up when you tighten up straps or press bearings. Low-cost cast yokes warp, and the cap bores oval out. Great yokes are created and machined to spec. Search for clean fillets, consistent finish 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 extended or out of round. On strap and bolt joints, reuse bolts just if they meet the maker's torque specification and are not necked.

Weld quality is visible. A consistent bead with appropriate width, free of undercut or porosity, informs you the welder controlled heat input. Extreme bluing or burned paint far beyond the joint mean bad heat control and likely tube distortion. After welding, truing is not optional. Aligning presses and dial indicators come out before the shaft ever strikes the balancer.



Phasing marks are totally free to add and conserve disappointment down the road. So are paint dots on the caps that tie back to documented torque specifications. Little touches like those associate with mindful 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 added a PTO, stock parts may not fit or perform. Custom fabrication shines when geometry changes. Examples from the shop floor:

- A logging truck that gained a 20 inch stinger for a self-loader required 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 squatted loaded and raised angles at the rear joint past 6 degrees. A bigger diameter tube and high-angle u-joints brought angles and velocity fluctuation into a safe zone.
- An older decline truck with damaged crossmembers required a new center assistance bracket. The store made a gusseted plate, then used shims to bring the carrier bearing back into aircraft with the transmission output.

Custom U Bolts get in the story earlier than numerous owners expect. Axle housing seats, leaf spring loads, and aftermarket lift obstructs tend to make basic shelf U-bolts a dangerous guess. A proper U-bolt has the right bend radius to match the axle tube, rolled threads for strength at the root, right leg length to capture the stack with space for a few threads proud, and either zinc plating or a finishing to slow corrosion. 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 actual axle and spring stack and bend on a press with the ideal 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 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 determine 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 need to provide measurements yourself, use this brief checklist.

- Record the car at trip height, on the ground, with typical load. Procedure from flange face to flange face, not off the edges of the yokes.
- Note spline count and major diameter on slip yokes. Count two times. Numerous look alike initially glance.
- Check pilot diameters and bolt patterns on buddy flanges. A millimeter error can prevent assembly.
- Capture u-joint series by determining cap diameter and period 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 approximately 3 degrees for highway use, or to justify high-angle parts if needed.

If the chassis is insufficient or the angle will alter with final ride height, make that clear. A few added words on the work boss air trip pressure or empty versus crammed 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 utilize on sturdy drivelines, single airplane or 2 aircraft, and can you offer balance reports if needed?
- What runout requirements do you hold on finished tubes of my length? How do you right weld pull, and do you align before balancing?
- What tube stock and yokes do you utilize, and how do you choose wall thickness and diameter for critical 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 service warranty do you provide on rebuilt drivelines, u-joints, and carrier bearings, and what failures are left out, such as bent yokes from effect or running beyond angle limits?

Clear, particular answers are an excellent indication. So is a shop that decreases a task if your requested geometry will run too close to important speed. That type of pushback conserves you road calls later.

Truck parts quality, and where to spend versus save

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

U-joints sit at the top of the quality stack. Credible brand names hold tolerances on cap size and trunnion finish. Inexpensive joints included sloppy needles that pound into dust and caps that fret in the yoke. If price appears too good, it is. In occupation fleets, a failed joint typically takes straps, caps, and often ears with it. The resulting downtime dwarfs the savings.

Carrier bearings are another part where quality shows up. Take a look at the rubber isolator. Firm, uniform rubber with good bond lines and a beefy bracket lives longer than thin rubber that sags in months. Bearings with appropriate seals and grease fill last. Buying a complete support that matches your frame bracket streamlines shimming and alignment.

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

Companion flanges have pilots that focus the joint. Wear here is subtle however serious. If the pilot gets wallowed, focusing shifts off the bolts and you will go after balance forever. Replace used flanges rather than stacking tolerance on tolerance.

For non-rotating hardware, Custom U Bolts be worthy of the very same regard as the rotating pieces. They keep the axle in location, which controls pinion angle under load. Quality U-bolts with proper nuts and solidified 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 pays for itself.

Angles, trip height, and multi-piece alignment

Even the best well balanced shaft will shake if joint angles are wrong. Universal joints do not transmit torque at continuous speed when angled. Two joints in series, correctly phased and at equivalent angles, cancel each other's speed variation. Issues 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 a great rule. Under 1 degree is ideal but typically not practical with frame crossmembers and packaging. Vocational trucks that cycle suspension travel more must have low angles at nominal trip height to minimize wear. Use a digital inclinometer to measure 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 very first shaft and in aircraft 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 radio frequency rumble. Numerous carriers [custom U bolts](#) mount 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 changes complicate whatever. Air ride that runs a different pressure empty versus loaded will alter pinion angle in service. A lift that uses blocks without pinion angle correction can press a rear joint beyond its delighted range. 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 region and supply, however typical ranges hold across stores that do cautious work.

An uncomplicated 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 may run greater. 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 name. Balance only, if your parts are sound, can be 150 to 400 dollars.

Turnaround times vary with work and parts on hand. A shop that stocks common tube sizes, weld yokes, and u-joints can turn a simple rebuild in a day or two. Custom fabrication that alters size, includes a provider bracket, or requires unusual yokes takes longer. Expect a week if parts need to be ordered.

If you require field service or on-vehicle balancing, consider 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 rarely squandered money.

Maintenance that keeps balance true

A balanced shaft can head out once again if maintenance slips. Grease periods for u-joints differ, but a useful rhythm for daily-use trade trucks is every 5 to 10 thousand miles, sooner in damp or contaminated environments. Purge old grease up until fresh appears at all 4 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 minimizes stick-slip shudder. Use grease advised for splines, often a moly blend.

Torque checks stop parts from strolling. 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 somewhat, rubber seats, and paint crushes. Validating clamp load catches issues early. Record these checks. If a strap bolt turns easily after a short run, replace it. Stretched bolts do not hold torque reliably.

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

Finally, treat balance weights with regard. If you observe a missing 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 buy driveline work the method people buy tires, by price and schedule, or you can buy it the method fleets with low downtime do, by spec and reputation. Bring data. Angles, lengths, spline counts, and anticipated load help an excellent shop construct as soon as and build right. Request tolerances, not mottos. Anticipate to pay a bit more for tight balancing, straight tubes, and recorded phasing. It pays back in less callbacks and less time on the shoulder.

When work expands beyond an easy rebuild, do not be afraid of custom fabrication. If geometry modifications, custom beats compromise. That consists of Custom U Bolts for suspension stability and proper pinion angle. When you add a carrier bearing or modification tube diameter, have the store talk you through crucial speed and the compromises in between stiffness and weight. If they speak in specific numbers and useful constraints, you remain in excellent hands.

Drivelines are not attractive Truck Parts. They do their finest work undetected. With the best 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

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

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Anderson Brothers Truck & Equipment has a website <https://andersonbrotherste.com/>

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 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](#)

Following a walk through the beautiful [Owen Rose Garden](#), truck owners frequently schedule Drivelines maintenance, Custom U Bolts fabrication, and pick up reliable Truck Parts.