

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 price, and driveline vibration has a way of making that price climb. It begins as a hum under the floor or a mirror that blurs at 45 miles per hour, then becomes u-joint heat, provider 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 fundamental item.

You do not need to become a machinist to buy driveline work smartly. You do require to know how quality appears, what tolerances matter, and how to sort a real rebuilder from someone who is simply painting rusty shafts and pushing in captive u-joints. This guide strolls through the procedure and the choices, from measurement and phasing to balancing and custom parts. It covers where custom fabrication makes sense, what excellent stores deliver, and how to prevent expensive do-overs.



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

At its simplest, a driveline sends turning power from the transmission or transfer case to the axle pinion. In heavy trucks and trade equipment the assembly often covers fars away 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 discard truck. As length grows, so does the need for accurate positioning and balance. A few thousandths of an inch of runout that would be safe in a short automotive shaft can end up being a shaker when multiplied over 80 inches of tube and two or 3 joints.

Common parts you will come across:

- Tubes, often 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, sometimes 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 specific applications.

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

Classic signs, and what they mean

Vibration has signatures. Skilled techs can often think the source by frequency and automobile speed.

A steady buzz that appears at a particular roadway speed, independent of engine rpm, points to driveline imbalance or runout. It will often peak around a crucial shaft speed, then reduce or move if you upshift and alter driveshaft rpm at an offered roadway speed.

A cyclic growl or rumble that modifications on throttle tip-in might 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 verifies it.

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

A drumming at 20 to 30 mph that vanishes above 40 regularly implicates a provider bearing support or a floppy center support bracket.

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



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

An appropriate rebuild starts with assessment. The store checks tube straightness, yoke bore wear, spline lash, and the match in between companion flanges. A lot of use a V-block and dial indicator, or they mount the shaft in a lathe. Anything over about 0.010 inch total suggested runout on a normal highway-length tube is suspect. On very long sections, target values are tighter.

Tube replacement prevails. If the tube is dented, kinked, heavily corroded, or broken at the weld toe, it requires new steel. Great rebuilders stock DOM and electrical resistance bonded 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 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 end up going after balance weights later.

Phasing matters. U-joints must be aligned so that the input and output angular accelerations cancel. On a single-piece shaft with andersonbrotherste.com truck parts 2 u-joints, the yokes at both ends should 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 them to add scribe marks or paint stripes. It saves time the next time the carrier bearing needs replacement.

U-joint options are not minor. Greasable joints are hassle-free and can last a long time in fleet service, but every hole drilled for a zerk lowers cross strength and can focus tension. Sealed sturdy 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 may be the sure thing. The key corresponds upkeep and preventing low-cost bearings with soft caps that fret in the yokes.

Slip splines deserve attention. If you feel notchiness as you compress the slip by hand, it is used. Search for polishing, wide 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 needed after wheelbase changes. 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 two ways. The rubber isolator rips or collapses, or the bearing itself brinnells. Either can cause positioning shifts, specifically under torque. When changing a provider, inspect the bracket and shims, and validate the bracket is not bent. Even a couple of millimeters of offset can change joint angles enough to feed vibration at highway speeds.

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

What balancing actually entails

Balancing is not a single number on a screen. It is a process of determining recurring unbalance and correcting it with weights specifically put at one or more planes. Short, stiff shafts may only need single aircraft corrections near the center of mass. Long heavy-duty drivelines typically require 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 includes weight at recommended clock angles.

Numbers vary by shop and by shaft size, however a proficient target for a highway tractor shaft is frequently in the range of a few gram inches to low ounce inches per aircraft. The point is not the specific system, it is consistency and paperwork. 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 typically gets ignored. Every shaft has a speed where it wishes to bow or whip. That speed depends on length, size, wall density, support bearings, and material. You can estimate it approximately, however shops with experience know to inspect anticipated service rpm against vital speed. They may upsize tube diameter to raise the margin, reduce periods with an added carrier bearing, or change tube density to change stiffness. Paint can conceal sins, but it will not alter vital speed. If a truck comes back with a shaft that vibrates just in leading equipment at highway speeds, and the vibration scales with speed however not load, important speed is suspect.

Weight design matters too. Weld-on pieces offer strong retention in off-road service, but they can make complex future weld repair work and trap particles. Stick-on weights look tidy but 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 issues require on-vehicle balancing. When a vibration reveals 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 stores do this frequently, but it is a mark of a diagnostician rather than a parts hanger.

Materials, fabrication, and the small details that add up

Tube quality drives life span. Drawn-over-mandrel tube gives a smooth inside diameter, tight tolerance, and excellent straightness. Electric resistance bonded tube can work well in moderate service if the weld seam is controlled and oriented consistently. On extreme torque constructs, thicker walls tame deflection, however weight climbs and critical speed drops for a given size. Lots of occupation drivelines live in between 0.120 and 0.188 inch wall, while very long periods or high torque setups use 0.219 or 0.250. There is no totally free lunch. Heavier wall manages abuse however needs attention to balance and speed limits.

Yoke metallurgy shows up when you tighten straps or press bearings. Inexpensive cast yokes deform, and the cap tires oval out. Good yokes are created and machined to spec. Search for 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 ought to not be extended or out of round. On strap and bolt joints, reuse bolts only if they fulfill the maker's torque spec and are not necked.

Weld quality is visible. An uniform bead with correct width, devoid of undercut or porosity, informs you the welder managed heat input. Excessive bluing or burned paint far beyond the joint hints at poor heat control and likely tube distortion. After welding, truing is not optional. Correcting presses and dial signs come out before the shaft ever hits the balancer.

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

When custom fabrication is the ideal move

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

- A logging truck that got a 20 inch stinger for a self-loader required a two-piece driveline with an added carrier 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 size tube and high-angle u-joints brought angles and velocity variation into a safe zone.
- An older decline truck with broken crossmembers required a new center support bracket. The store made a gusseted plate, then used shims to bring the carrier bearing back into aircraft with the gearbox output.

Custom U Bolts enter the story sooner than numerous owners expect. Axle real estate seats, leaf spring packs, and aftermarket lift obstructs tend to make basic shelf U-bolts a dangerous guess. An appropriate 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 space for a few threads happy, and either zinc plating or a finish to slow corrosion. Bent-

from-all-thread is a typical corner cut that fails early. Shops that make Custom U Bolts internal take measurements from the actual axle and spring stack and bend on a press with the best passes away. 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 stroll and toss pinion angle into chaos. If your driveline established vibration right after spring work, put a torque wrench on every U-bolt, then reconsider angles.

How to determine for a new or reconstructed shaft without guessing

Shops can just build what you request, and measurement mistakes cause expensive returns. When in doubt, a good rebuilder will crawl under the truck and procedure face to face. If you need to supply dimensions yourself, use this brief checklist.

- Record the lorry at ride 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 size on slip yokes. Count twice. Numerous look alike in the beginning glance.
- Check pilot sizes and bolt patterns on buddy flanges. A millimeter mistake can avoid assembly.
- Capture u-joint series by measuring cap size and span in between yoke ears. Do not presume based upon year or model.
- Document operating angles at each joint. A basic digital angle finder on the yokes and tube provides you the information to keep each joint under approximately 3 degrees for highway usage, or to validate high-angle parts if needed.

If the chassis is insufficient or the angle will change with final trip height, make that clear. A couple of included words on the work order about air trip pressure or empty versus packed stance prevent surprises.

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

A few concerns separate the real driveline specialists from parts swappers and paint artists.

- What balance approach do you use on sturdy drivelines, single plane or 2 aircraft, and can you offer balance reports if needed?
- What runout requirements do you hang on finished tubes of my length? How do you proper weld pull, and do you align before balancing?
- What tube stock and yokes do you use, and how do you select wall thickness and diameter for crucial 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 warranty do you use on rebuilt drivelines, u-joints, and provider bearings, and what failures are left out, such as bent yokes from effect or running beyond angle limits?

Clear, specific responses are an excellent indication. So is a store that decreases a task if your asked for geometry will run too near critical speed. That kind of pushback conserves you road calls later.

Truck parts quality, and where to spend versus save

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

U-joints sit at the top of the quality stack. Reputable brands hold tolerances on cap size and trunnion finish. Low-cost joints included sloppy needles that pound into dust and caps that worry in the yoke. If rate seems too excellent, it is. In occupation fleets, an unsuccessful joint generally takes straps, caps, and sometimes ears with it. The resulting downtime overshadows the savings.

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

Slip yokes and splines should match material and coating to the environment. In salt regions, a phosphate or nickel treatment can slow pitting. If you run heavy PTO use at odd angles, a slip with more engagement length reduces 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 balance forever. Replace used flanges instead of stacking tolerance on tolerance.

For non-rotating hardware, Custom U Bolts should have the exact same regard as the turning pieces. They keep the axle in place, which manages pinion angle under load. Quality U-bolts with appropriate nuts and hardened washers hold torque. Request rolled threads and confirm finish. 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 wrong. Universal joints do not transmit torque at consistent speed when angled. 2 joints in series, properly phased and at equal angles, cancel each other's speed variation. Issues develop 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 good guideline. Under 1 degree is ideal however frequently not practical with frame crossmembers and product packaging. Trade trucks that cycle suspension travel more need to have low angles at small ride height to decrease wear. Use a digital inclinometer to measure the transmission output, the shaft, and the pinion. The angle between the shaft and each yoke face is what matters. Do not assume frame level equals angle correct.

On two-piece drivelines, the center bearing need to be square to the first shaft and in plane with the output. A shim stack that is off by even a percentage sets the 2nd shaft at an odd angle and includes a radio frequency rumble. Lots of carriers mount on slotted holes. Torque the fasteners with the truck at trip height and recheck after a hundred miles. Rubber unwinds, and shims can seat.

Suspension changes make complex 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 press a rear joint beyond its delighted range. Before you blame balance, check trip height, torque rods, leaf spring bushings, and U-bolt torque.

Cost, turn-around, and sensible expectations

Prices move with region and supply, however typical ranges hold across shops that do mindful work.

A straightforward single-piece highway driveline with new tube, two new u-joints, and vibrant balance typically lands in the 500 to 1,200 dollar range. A long, big diameter tube with premium joints might run higher. Multi-

piece assemblies with a new carrier bearing, 3 joints, and alignment can vary from 1,200 to 3,000 dollars depending upon product and parts brand. Balance only, if your parts are sound, can be 150 to 400 dollars.

Turnaround times vary with workload and parts on hand. A shop that stocks common tube sizes, weld yokes, and u-joints can turn an easy rebuild in a day or two. Custom fabrication that changes size, adds a carrier bracket, or requires unusual yokes takes longer. Anticipate a week if parts must 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 seldom wasted money.

Maintenance that keeps balance true

A well balanced shaft can go out once again if maintenance slips. Grease periods for u-joints differ, but a practical rhythm for daily-use trade trucks is every 5 to 10 thousand miles, sooner in wet or polluted environments. Purge old grease until fresh appears at all 4 caps, then wipe excess that can attract grit. Do not forget the slip spline. A small amount of the appropriate grease on the male and inside the female decreases stick-slip shudder. Use 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, provider bearing fasteners, and Custom U Bolts at 50 to 100 miles. Straps extend slightly, rubber seats, and paint crushes. Verifying clamp load catches issues early. Tape 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 installs 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 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 purchase driveline work the way individuals buy tires, by rate and schedule, or you can purchase it the way fleets with low downtime do, by specification and reputation. Bring information. Angles, lengths, spline counts, and expected load help a great shop construct as soon as and build right. Request for tolerances, not mottos. Anticipate to pay a little bit more for tight balancing, straight tubes, and recorded phasing. It repays in less callbacks and less time on the shoulder.

When work broadens beyond a basic rebuild, do not be afraid 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 carrier bearing or change tube size, have the shop talk you through important speed and the compromises between stiffness and weight. If they speak in specific numbers and useful restraints, you are in excellent hands.

Drivelines are not glamorous Truck Parts. They do their finest work unnoticed. With the right options and a shop 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 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](#)

Fans attending events at [Autzen Stadium](#) can find nearby professionals offering Drivelines services, Custom U Bolts manufacturing, and heavy-duty Truck Parts.