

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 cost climb. It begins as a hum under the floor or a mirror that blurs at 45 mph, then turns into u-joint heat, carrier bearing failure, and a service call on

the shoulder. The stakes are not abstract. Excess vibration amplifies wear throughout the whole 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 make, a clean-running driveline is a fundamental item.

You do not need to become a machinist to purchase driveline work wisely. You do need to understand how quality shows up, what tolerances matter, and how to sort a real rebuilder from somebody who is simply painting rusty shafts and pushing 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 provide, and how to prevent pricey do-overs.

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

At its most basic, a driveline sends turning power from the transmission or transfer case to the axle pinion. In heavy trucks and professional equipment the assembly often covers long distances and multiple 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 need for accurate alignment and balance. A couple of thousandths of an inch of runout that would be harmless in a short automotive shaft can end up being a shaker when multiplied over 80 inches of tube and 2 or 3 joints.

Common elements you will encounter:

- Tubes, often 3.5 to 6 inches in size, with wall density from around 0.083 to 0.250 inch depending on torque and span.
- Weld yokes and slip yokes that mate to universal joints and splines.
- Universal joints, greasable or sealed, in some cases with high-angle or full-round caps for extreme 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 engines, steeper angles from raised suspensions or heavy loads, and longer unsupported lengths. Those aspects raise 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 automobile speed.

A consistent buzz that appears at a specific roadway speed, independent of engine rpm, indicate driveline imbalance or runout. It will typically peak around an important shaft speed, then taper off or move if you upshift and alter driveshaft rpm at an offered roadway speed.

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

A shudder on launch, then smooth 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 disappears above 40 frequently implicates a carrier bearing assistance or a floppy center assistance bracket.

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

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

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

A proper rebuild starts with inspection. The store checks tube straightness, yoke bore wear, spline lash, and the match between companion flanges. Most use a V-block and dial indication, or they mount the shaft in a lathe. Anything over about 0.010 inch overall suggested runout on a normal highway-length tube is suspect. On long areas, target worths are tighter.

Tube replacement prevails. If television is dented, kinked, greatly corroded, or split at the weld toe, it requires new steel. Excellent rebuilders stock DOM and electrical resistance welded tube in common sizes and wall thicknesses, then cut to length, preparation 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 true. Shops that skip straightening end up chasing after balance weights later.

Phasing matters. U-joints must be lined up so that the input and output angular velocities cancel. On a single-piece shaft with two u-joints, the yokes at both ends need to be in line. On multi-piece assemblies the stages 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 shop returns your shaft without phase marks, ask to add scribe marks or paint stripes. It conserves time the next time the provider bearing needs replacement.

U-joint options are not unimportant. Greasable joints are practical and can last a long time in fleet service, but every hole drilled for a zerk reduces 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 plow trucks that see contamination and high angles, greasable full-round joints might be the safe bet. The secret corresponds maintenance and avoiding low-cost bearings with soft caps that worry in the yokes.

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

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

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

What balancing really entails

Balancing is not a single number on a screen. It is a procedure of measuring residual unbalance and remedying it with weights precisely positioned at one or more aircrafts. Short, stiff shafts may just require single aircraft corrections near to the center of mass. Long heavy-duty drivelines typically require two aircraft vibrant 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 differ by shop and by shaft size, however a proficient target for a highway tractor shaft is typically in the series of a couple of gram inches to low ounce inches per plane. The point is not the specific system, it is consistency and documents. If you ask for balance reports, a serious shop can print or email them, consisting of correction weights and their positions.

Critical speed is the killer that frequently gets ignored. Every shaft has a speed where it wants to bow or whip. That speed depends on length, diameter, wall thickness, assistance bearings, and product. You can estimate it roughly, however stores with experience know to examine anticipated service rpm versus crucial speed. They might upsize tube diameter to raise the margin, shorten periods with an included carrier bearing, or modification tube density to alter stiffness. Paint can conceal sins, but it will not change important speed. If a truck comes back with a shaft that vibrates only in top gear at highway speeds, and the vibration scales with speed however not load, critical speed is suspect.

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

Finally, some problems require 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 put together 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 information that add up

Tube quality drives service life. Drawn-over-mandrel tube gives a smooth inside diameter, tight tolerance, and good straightness. Electric resistance bonded tube can work well in moderate service if the weld joint is managed and oriented regularly. On extreme torque develops, thicker walls tame deflection, but weight climbs and vital speed drops for a provided size. Many professional 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 complimentary lunch. Heavier wall handles abuse however needs attention to balance and speed limits.



Yoke metallurgy appears when you tighten straps or press bearings. Inexpensive cast yokes warp, and the cap tires oval out. Good yokes are created and machined to spec. Search for tidy 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 must not be extended 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 correct width, free of undercut or porosity, informs you the welder managed heat input. Excessive bluing or burned paint far beyond the joint mean bad heat control and most likely tube distortion. After welding, truing is not optional. Correcting presses and dial signs come out before the shaft ever strikes the balancer.

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

When custom fabrication is the ideal move

If you altered wheelbase, moved a transmission, swapped an axle ratio with a various 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 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 squatted crammed and raised angles at the rear joint past 6 degrees. A larger diameter tube and high-angle u-joints brought angles and speed fluctuation into a safe zone.

- An older decline truck with damaged crossmembers needed a new center support bracket. The store fabricated a gusseted plate, then used shims to bring the carrier bearing back into airplane with the gearbox output.

Custom U Bolts enter the story sooner than lots of owners expect. Axle real estate seats, leaf spring loads, and aftermarket lift obstructs tend to make standard rack U-bolts a dangerous guess. A proper U-bolt has the best bend radius to match the axle tube, rolled threads for strength at the root, right leg length to capture the stack with room for a couple of threads happy, and either zinc plating or a finish to slow deterioration. Bent-from-all-thread is a typical corner cut that fails 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 right dies. Torque matters here too. A heavy tandem axle can call for 250 to 450 pound feet on U-bolt nuts. Without that securing force, the axle can stroll and throw pinion angle into chaos. If your driveline established vibration right after spring work, put a torque wrench on every U-bolt, then reconsider angles.

How to measure for a new or rebuilt shaft without guessing

Shops can just develop what you ask for, and measurement mistakes cause pricey returns. When in doubt, a great rebuilder will crawl under the truck and measure personally. If you need to supply measurements yourself, use this brief checklist.

- Record the lorry at trip height, on the ground, with common load. Procedure from flange face to flange face, not off the edges of the yokes.
- Note spline count and significant size on slip yokes. Count twice. Many look alike at first glance.
- Check pilot sizes and bolt patterns on companion flanges. A millimeter error can prevent assembly.
- Capture u-joint series by measuring cap size and span between yoke ears. Do not presume based on year or model.
- Document operating angles at each joint. A simple digital angle finder on the yokes and tube offers you the data to keep each joint under roughly 3 degrees for highway usage, or to validate high-angle parts if needed.

If the chassis is incomplete or the angle will alter with last ride height, make that clear. A few included words on the work boss air trip pressure or empty versus crammed stance avoid surprises.

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

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

- What balance method do you use on sturdy drivelines, single aircraft or 2 airplane, and can you supply balance reports if needed?
- What runout requirements do you hold on finished tubes of my length? How do you appropriate weld pull, and do you correct the alignment of before balancing?
- What tube stock and yokes do you utilize, and how do you select wall thickness and diameter for important speed margin in my application?
- How do you phase and mark multi-piece drivelines relative to the carrier bearing bracket, and do you record u-joint torque specs on return?
- What warranty do you use on rebuilt drivelines, u-joints, and carrier bearings, and what failures are excluded, such as bent yokes from impact or operating beyond angle limits?

Clear, specific answers are an excellent indication. So is a store that declines a task if your asked for geometry will run too near to critical speed. That kind 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 conserve money on non-rotating brackets or safety loops. Spend carefully on the rotating core.

U-joints sit at the top of the quality stack. Reputable brands hold tolerances on cap diameter and trunnion finish. Cheap joints featured sloppy needles that pound into dust and caps that fret in the yoke. If cost seems too great, it is. In professional fleets, an unsuccessful joint usually takes straps, caps, and in some cases ears with it. The resulting downtime overshadows the savings.



Carrier bearings are another part where quality shows up. 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 correct seals and grease fill last. Purchasing a complete support that matches your frame bracket simplifies shimming and alignment.

Slip yokes and splines must match product and covering 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 lowers wear. Once the spline rocks, no quantity of grease will recover a smooth launch.

Companion flanges have pilots that focus the joint. Use here is subtle however major. If the pilot gets wallowed, centering shifts off the bolts and you will go after balance permanently. Replace worn flanges instead of stacking tolerance on tolerance.



For non-rotating hardware, Custom U Bolts deserve the same respect as the rotating pieces. They keep the axle in location, 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, 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, properly phased and at equivalent 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 rule. Under 1 degree is perfect however typically impractical with frame crossmembers and product packaging. Vocational trucks that cycle suspension travel more should have low angles at nominal ride height to lower wear. Utilize 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 should be square to the 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. Lots of 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 complicate everything. Air trip that runs a various pressure empty versus filled will change 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 area and supply, but common ranges hold across shops that do cautious work.

An uncomplicated single-piece highway driveline with new tube, 2 new u-joints, and dynamic balance often lands in the 500 to 1,200 dollar range. A long, big diameter tube with premium joints might run greater. Multi-piece assemblies with a new provider bearing, three joints, and positioning can range from 1,200 to 3,000 dollars depending upon product and parts brand name. Balance only, if your parts are sound, can be 150 to 400 dollars.

Turnaround times differ with work and parts on hand. A store that stocks typical tube sizes, weld yokes, and u-joints can turn a simple rebuild in a day or two. Custom fabrication that changes diameter, adds a carrier bracket, or requires uncommon yokes takes longer. Anticipate a week if parts should be ordered.

If you need 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 wasted 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 practical rhythm for daily-use employment trucks is every 5 to 10 thousand miles, earlier in damp or polluted environments. Purge old grease up until fresh appears at all four caps, then clean excess that can attract grit. [custom U bolts](#) Do not forget the slip spline. A small amount of the appropriate grease on the male and inside the female reduces stick-slip shudder. Usage grease suggested for splines, often a moly blend.

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

Keep an eye on seals and installs. 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. Replace per schedule or at the first sign of cracking.

Finally, deal with balance weights with respect. If you discover a missing weight or a fresh bare metal spot where a weight used to sit, get the shaft rebalanced before it gets bearings.

Final buying advice

You can purchase driveline work the way individuals buy tires, by rate and accessibility, or you can buy it the way fleets with low downtime do, by spec and credibility. Bring data. Angles, lengths, spline counts, and anticipated load assist an excellent store construct once and construct right. Ask for tolerances, not slogans. Anticipate 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 a simple rebuild, do not hesitate of custom fabrication. If geometry changes, custom beats compromise. That consists of Custom U Bolts for suspension integrity and proper pinion angle. When you add a provider bearing or change tube size, have the shop talk you through vital speed and the trade-offs in between stiffness and weight. If they speak in particular numbers and useful restraints, you are in good hands.

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

Anderson Brothers Truck & Equipment is located in Eugene, Oregon

Anderson Brothers Truck & Equipment was founded in 1949

Anderson Brothers Truck & Equipment serves commercial truck owners

Anderson Brothers Truck & Equipment serves fleet operators

Anderson Brothers Truck & Equipment provides heavy-duty truck parts

Anderson Brothers Truck & Equipment provides truck equipment repair services

Anderson Brothers Truck & Equipment specializes in driveline fabrication

Anderson Brothers Truck & Equipment performs driveline repair

Anderson Brothers Truck & Equipment offers custom U-bolt bending

Anderson Brothers Truck & Equipment manufactures custom U-bolts

Anderson Brothers Truck & Equipment sells new truck parts

Anderson Brothers Truck & Equipment sells used truck parts
Anderson Brothers Truck & Equipment maintains heavy-duty trucks
Anderson Brothers Truck & Equipment repairs truck transmissions
Anderson Brothers Truck & Equipment repairs truck differentials
Anderson Brothers Truck & Equipment supports the trucking industry
Anderson Brothers Truck & Equipment operates in Lane County, Oregon
Anderson Brothers Truck & Equipment provides parts delivery services
Anderson Brothers Truck & Equipment supplies components for heavy equipment
Anderson Brothers Truck & Equipment serves customers in Eugene and Springfield, Oregon
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Anderson Brothers Truck & Equipment has Facebook page <https://www.facebook.com/andersonbrotherseugene>
Anderson Brothers Truck & Equipment has an Instagram page <https://www.instagram.com/andersonbrotherste/>
Anderson Brothers Truck & Equipment won Top Driveline and Truck Part Company 2025
Anderson Brothers Truck & Equipment earned Best Customer Service Award 2024
Anderson Brothers Truck & Equipment was awarded Best Custom U Bolts 2025

People Also Ask about Anderson Brothers Truck & Equipment

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

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

Where is Anderson Brothers Truck & Equipment located?

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

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

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

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

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

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

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

What driveline services does Anderson Brothers Truck & Equipment provide?

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

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

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

What truck repair services does Anderson Brothers Truck & Equipment offer?

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

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

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

Who owns Anderson Brothers Truck & Equipment?

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

Where is Anderson Brothers Truck & Equipment located?

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

How can I contact Anderson Brothers Truck & Equipment?

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

After shopping at [Red Barn Natural Grocery](#), many truck owners plan service stops for Drivelines maintenance, Custom U Bolts production, and essential Truck Parts.