

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

shoulder. The stakes are not abstract. Excess vibration magnifies wear across the whole chassis. Tires scallop, transmission mounts 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 buy driveline work wisely. You do require to understand how quality shows up, 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 walks through the process and the decisions, from measurement and phasing to balancing and custom parts. It covers where custom fabrication makes good sense, what great stores deliver, and how to avoid costly do-overs.

What a driveline does, and how durable modifications 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 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 discard truck. As length grows, so does the requirement for exact positioning and balance. A few thousandths of an inch of runout that would be safe in a short automotive shaft can become a shaker when multiplied over 80 inches of tube and two or three joints.

Common elements you will encounter:

- Tubes, frequently 3.5 to 6 inches in size, 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 extreme service.
- Center or provider bearings for multi-piece drivelines.
- Flange yokes or companion flanges at the transmission and differential.
- Safety loops or guards in particular 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. Experienced techs can frequently guess the source by frequency and automobile speed.

A constant buzz that appears at a particular road speed, independent of engine rpm, indicate driveline imbalance or runout. It will typically peak around a crucial shaft speed, then taper off or shift if you upshift and change driveshaft rpm at a provided road speed.

A cyclic grumble 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 issue or a worn slip spline binding as the suspension moves.

A drumming at 20 to 30 mph that vanishes above 40 regularly implicates 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 make complex the image. Before authorizing a rebuild, it is

reasonable to ask the shop to inspect yoke pilots, flange face runout, and u-joint bores. A cautious shop isolates the problem instead of hanging parts.

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

A proper rebuild starts with inspection. The shop 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 install the shaft in a lathe. Anything over about 0.010 inch overall suggested runout on a common highway-length tube is suspect. On very long sections, target worths are tighter.

Tube replacement prevails. If television is dented, kinked, greatly corroded, or cracked at the weld toe, it needs new steel. Excellent rebuilders stock DOM and electrical resistance welded tube in typical diameters and wall thicknesses, then cut to length, preparation on a lathe, and fit new weld yokes. Ask whether they utilize a mandrel to guarantee concentricity through the weld, and whether they correct after welding. Heat input throughout welding can pull a tube out of real. Shops that skip correcting end up chasing 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 two u-joints, the yokes at both ends must 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 store returns your shaft without phase marks, inquire 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 convenient 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 typically run smoother. On highway tractors, a high quality sealed joint can run 300 to 500 thousand miles. On mixers, refuse trucks, or rake trucks that see contamination and steep angles, greasable full-round joints may be the safe bet. The secret is consistent upkeep and preventing low-cost bearings with soft caps that stress in the yokes.

Slip splines deserve attention. If you feel notchiness as you compress the slip by hand, it is worn. Try to find 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 modifications. It is much better to spec the right slip length than to trust a marginal engagement that tears out under axle wrap.

Carrier bearings fail in 2 methods. The rubber isolator rips or collapses, or the bearing itself brinnells. Either can trigger positioning shifts, especially under torque. When replacing a carrier, inspect the bracket and shims, and confirm the bracket is not bent. Even a couple of millimeters of offset can alter joint angles enough to feed vibration at highway speeds.

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

What balancing actually entails

Balancing is not a single number on a screen. It is a process of measuring residual unbalance and remedying it with weights precisely positioned at one or more planes. Short, stiff shafts may only require single aircraft corrections near the center of gravity. Long durable drivelines generally 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 adds weight at recommended clock angles.

Numbers differ by shop and by shaft size, but a skilled target for a highway tractor shaft is typically in the variety of a couple of gram inches to low ounce inches per airplane. The point is not the exact system, it is consistency

and documents. If you request balance reports, a major shop can print or email them, including correction weights and their positions.



Critical speed is the killer that typically gets neglected. Every shaft has a speed where it wishes to bow or whip. That speed depends on length, size, wall thickness, assistance bearings, and material. You can estimate it roughly, but shops with experience understand to check forecasted service rpm against important speed. They may upsize tube diameter to raise the margin, shorten spans with an added provider bearing, or change tube thickness to modify tightness. Paint can hide sins, but it will not alter vital speed. If a truck comes back with a shaft that vibrates only in leading 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 complicate future weld repairs and trap debris. 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 problems require on-vehicle balancing. When a vibration shows just under very specific load and speed windows, and a free-spinning shaft on a bench balancer looks fine, an on-truck balancer can expose resonance in the put together system. Few shops do this typically, but it is a mark of a diagnostician instead of a parts hanger.

Materials, fabrication, and the little information that add up

Tube quality drives life span. Drawn-over-mandrel tube offers a smooth inside diameter, tight tolerance, and excellent straightness. Electric resistance bonded tube can work well in moderate service if the weld seam is managed and oriented regularly. On extreme torque develops, thicker walls tame deflection, however weight climbs up and important speed drops for a given diameter. Lots of vocational drivelines live between 0.120 and 0.188 inch wall, while very long periods or high torque setups utilize 0.219 or 0.250. There is no totally free lunch. Much heavier wall handles abuse but demands 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 forged and machined to spec. Search for tidy fillets, uniform finish in the bores, and no chatter on the clamp deals with. If you run full-round joints with bearing straps, the bolt holes should not

be extended or out of round. On strap and bolt joints, reuse bolts only if they satisfy the maker's torque spec and are not necked.

Weld quality shows up. A consistent bead with appropriate width, without undercut or porosity, informs you the welder controlled heat input. Excessive bluing or burned paint far beyond the joint hints at bad heat control and likely tube distortion. After welding, truing is not optional. Correcting presses and dial indications come out before the shaft ever hits the balancer.

Phasing marks are totally 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 cautious balancing.

When custom fabrication is the ideal move

If you changed wheelbase, moved a transmission, switched an axle ratio with a different pinion offset, or added a PTO, stock parts may not fit or carry out. Custom fabrication shines when geometry changes. 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 added provider bearing to keep important 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 larger diameter tube and high-angle u-joints brought angles and speed fluctuation 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 provider bearing back into airplane with the transmission

output.

Custom U Bolts go into the story earlier than numerous owners expect. Axle real estate seats, leaf spring packs, and aftermarket lift blocks tend to make basic rack U-bolts a risky guess. A correct U-bolt has the right bend radius to match the axle tube, rolled threads for strength at the root, proper leg length to record the stack with space for a couple of threads proud, and either zinc plating or a finishing to slow deterioration. Bent-from-all-thread is a common 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 ideal passes away. Torque matters here too. A heavy tandem axle can require 250 to 450 pound feet on U-bolt nuts. Without that securing force, the axle can stroll and toss 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 only develop what you ask for, and measurement errors lead to pricey returns. When in doubt, a great rebuilder will crawl under the truck and procedure personally. If you need to provide dimensions yourself, use this short checklist.

- Record the automobile at ride height, on the ground, with normal load. Measure from flange face to flange face, not off the edges of the yokes.
- Note spline count and major diameter on slip yokes. Count twice. Many appearance alike in the beginning glance.
- Check pilot sizes and bolt patterns on companion flanges. A millimeter error can avoid assembly.
- Capture u-joint series by measuring cap diameter and period 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 provides you the data to keep each joint under roughly 3 degrees for highway use, or to validate high-angle parts if needed.

If the chassis is insufficient or the angle will change with last trip height, make that clear. A couple of added words on the work order about air ride pressure or empty versus crammed position avoid surprises.

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

A few concerns separate the true driveline professionals from parts swappers and paint artists.

- What balance approach do you use on durable drivelines, single airplane or two plane, and can you offer balance reports if needed?
- What runout spec do you hang on finished tubes of my length? How do you right weld pull, and do you correct the alignment of before balancing?
- What tube stock and yokes do you utilize, and how do you select wall thickness and size 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 document u-joint torque specs on return?
- What warranty do you provide on rebuilt drivelines, u-joints, and provider bearings, and what failures are left out, such as bent yokes from effect or operating beyond angle limits?

Clear, particular responses are a good sign. So is a store that declines a job if your requested geometry will run too close to critical speed. That kind of pushback saves you road calls later.

Truck parts quality, and where to invest versus save

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

U-joints sit at the top of the quality stack. Respectable brands hold tolerances on cap diameter and trunnion finish. Inexpensive joints come with careless needles that pound into dust and caps that stress in the yoke. If rate appears too great, it is. In professional 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 shows up. Take a look at the rubber isolator. Company, uniform rubber with excellent 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 total assistance that matches your frame bracket simplifies shimmiing and alignment.

Slip yokes and splines must match material and covering 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 minimizes wear. When the spline rocks, no amount of grease will recuperate a smooth launch.

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

For non-rotating hardware, Custom U Bolts be worthy of the same respect as the rotating pieces. They keep the axle in location, which controls pinion angle under load. Quality U-bolts with correct nuts and solidified washers hold torque. Request rolled threads and validate finish. In fleets that service gravel or off-road, a coat of paint or wax on exposed threads pays for itself.

Angles, ride height, and multi-piece alignment

Even the best well balanced shaft will shake if joint angles are wrong. Universal joints do not send torque at consistent speed when angled. 2 joints in series, properly phased and at equal angles, cancel each other's speed variation. Problems emerge when the angles vary, or when the center bearing in a multi-piece shaft sits off-plane.

For highway use, keeping operating angle at each joint under about 3 degrees is an excellent rule. Under 1 degree is perfect but frequently unwise with frame crossmembers and packaging. Trade trucks that cycle suspension travel more must have low angles at small trip height to decrease wear. Utilize 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 assume frame level equals angle correct.

On two-piece drivelines, the center bearing should be square to the 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 includes a low frequency rumble. Many carriers install on slotted holes. Torque the fasteners with the truck at ride height and recheck after a hundred miles. Rubber unwinds, and shims can seat.

Suspension modifications make complex whatever. Air ride that runs a various pressure empty versus packed will alter pinion angle in service. A lift that uses blocks without pinion angle correction can push a rear joint beyond its pleased range. Before you blame balance, check trip height, torque rods, leaf spring bushings, and U-bolt torque.

Cost, turnaround, and sensible expectations

Prices move with area and supply, however normal ranges hold across stores that do cautious work.

An uncomplicated single-piece highway driveline with new tube, two new u-joints, and dynamic balance typically lands in the 500 to 1,200 dollar range. A long, big size 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 upon material and parts brand. Balance just, if your parts are sound, can be 150 to 400 dollars.

Turnaround times vary with work and parts on hand. A shop that stocks typical tube sizes, weld yokes, and u-joints can turn a simple rebuild in a day or two. Custom fabrication that alters diameter, adds a provider bracket, or requires uncommon 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. Spending for a tech who brings an angle finder, torque wrench, and the judgment to say no to a bad geometry is rarely squandered money.

Maintenance that keeps balance true

A balanced shaft can go out again if upkeep slips. Grease periods for u-joints vary, but a useful rhythm for daily-use occupation trucks is every 5 to 10 thousand miles, faster in wet or contaminated environments. Purge old grease until fresh appears at all 4 caps, then wipe excess that can bring in grit. Do not forget the slip spline. A percentage [truck parts Anderson Brothers Truck & Equipment](#) 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 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 captures problems early. Record these checks. If a strap bolt turns quickly after a short run, replace it. Stretched bolts do not hold torque reliably.

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

Finally, treat balance weights with respect. If you discover a missing out on weight or a fresh bare metal patch where a weight used to sit, get the shaft rebalanced before it takes out bearings.



Final purchasing advice

You can buy driveline work the way individuals purchase tires, by rate and schedule, or you can purchase it the method fleets with low downtime do, by spec and credibility. Bring information. Angles, lengths, spline counts, and expected load help a great store construct as soon as and develop right. Request for tolerances, not slogans. Anticipate to pay a 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 simple rebuild, do not hesitate of custom fabrication. If geometry modifications, custom beats compromise. That includes Custom U Bolts for suspension stability and correct pinion angle. When you add a carrier bearing or modification tube diameter, have the shop talk you through critical speed and the trade-offs between tightness and weight. If they speak in specific numbers and useful restrictions, you are in good hands.

Drivelines are not attractive Truck Parts. They do their best work unnoticed. With the right options and a store that cares about the thousandths, they will stay that way.

Anderson Brothers Truck & Equipment is located in Eugene, Oregon

Anderson Brothers Truck & Equipment was founded in 1949

Anderson Brothers Truck & Equipment serves commercial truck owners

Anderson Brothers Truck & Equipment serves fleet operators

Anderson Brothers Truck & Equipment provides heavy-duty truck parts

Anderson Brothers Truck & Equipment provides truck equipment repair services

Anderson Brothers Truck & Equipment specializes in driveline fabrication

Anderson Brothers Truck & Equipment performs driveline repair

Anderson Brothers Truck & Equipment offers custom U-bolt bending

Anderson Brothers Truck & Equipment manufactures custom U-bolts

Anderson Brothers Truck & Equipment sells new truck parts

Anderson Brothers Truck & Equipment sells used truck parts

Anderson Brothers Truck & Equipment maintains heavy-duty trucks

Anderson Brothers Truck & Equipment repairs truck transmissions

Anderson Brothers Truck & Equipment repairs truck differentials

Anderson Brothers Truck & Equipment supports the trucking industry

Anderson Brothers Truck & Equipment operates in Lane County, Oregon

Anderson Brothers Truck & Equipment provides parts delivery services

Anderson Brothers Truck & Equipment supplies components for heavy equipment

Anderson Brothers Truck & Equipment serves customers in Eugene and Springfield, Oregon

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

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Anderson Brothers Truck & Equipment has 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](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](#)

While exploring the exhibits at the [Lane County History Museum](#), many drivers know they can find nearby support for Drivelines repair, Custom U Bolts manufacturing, and quality Truck Parts.