

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 way of making that cost climb. It starts 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 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 earn, a clean-running driveline is a bottom-line item.

You do not require to become a machinist to purchase driveline work wisely. You do require to understand how quality shows up, what tolerances matter, and how to arrange a genuine rebuilder from somebody who is simply painting rusty shafts and pressing 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 good sense, what good shops provide, and how to avoid expensive do-overs.

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

At its easiest, a driveline sends turning power from the transmission or transfer case to the axle pinion. In heavy trucks and professional equipment the assembly frequently covers fars away and multiple joints. You may 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 need for exact alignment and balance. A few thousandths of an inch of runout that would be harmless in a short automotive shaft can become a shaker when multiplied over 80 inches of tube and two or three joints.

Common parts you will encounter:

- Tubes, often 3.5 to 6 inches in size, with wall thickness 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, often with high-angle or full-round caps for extreme service.
- Center or carrier bearings for multi-piece drivelines.
- Flange yokes or buddy flanges at the transmission and differential.
- Safety loops or guards in certain 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 sensitivity to phasing, runout, and balance.

Classic signs, and what they mean

Vibration has signatures. Experienced techs can often guess the source by frequency and lorry speed.

A stable buzz that appears at a particular road speed, independent of engine rpm, indicate driveline imbalance or runout. It will often peak around a critical shaft speed, then taper off or move if you upshift and change driveshaft rpm at a provided roadway speed.

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

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

A drumming at 20 to 30 miles per hour that disappears above 40 often links a carrier bearing support or a floppy center assistance bracket.

Not all shakes come from drivelines. Tires with broken 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

shop to check yoke pilots, flange face runout, and u-joint bores. A careful shop isolates the issue rather than hanging parts.

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

A proper rebuild starts with evaluation. The shop checks tube straightness, yoke bore wear, spline lash, and the match between companion flanges. Most utilize a V-block and dial indication, or they install the shaft in a lathe. Anything over about 0.010 inch total indicated runout on a normal highway-length tube is suspect. On long sections, target worths are tighter.

Tube replacement prevails. If the tube is dented, kinked, greatly rusted, or cracked at the weld toe, it requires new steel. Excellent rebuilders stock DOM and electric resistance welded tube in typical sizes and wall thicknesses, then cut to length, prep on a lathe, and fit new weld yokes. Ask whether they utilize a mandrel to ensure concentricity through the weld, and whether they straighten after welding. Heat input throughout welding can pull a tube out of real. Shops that avoid correcting the alignment of wind up going after balance weights later.

Phasing matters. U-joints should 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 remain in line. On multi-piece assemblies the stages repeat at each area 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 them to add scribe marks or paint stripes. It conserves time the next time the provider bearing needs replacement.

U-joint choices are not trivial. Greasable joints are practical and can last a long period of time in fleet service, however every hole drilled for a zerk minimizes cross strength and can focus stress. Sealed heavy-duty 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, refuse trucks, or plow trucks that see contamination and high angles, greasable full-round joints may be the safe bet. The key is consistent upkeep and avoiding inexpensive bearings with soft caps that stress in the yokes.

Slip splines are worthy of attention. If you feel notchiness as you compress the slip by hand, it is used. Try to find polishing, broad lash, or dry rust on the male spline. Some applications utilize coated splines or dust boots to extend life. An oversize or long travel slip might be required after wheelbase changes. It is much better to spec the right slip length than to rely on a limited engagement that tears out under axle wrap.

Carrier bearings stop working in 2 ways. The rubber isolator rips or collapses, or the bearing itself brinnells. Either can trigger positioning shifts, specifically under torque. When replacing a carrier, examine the bracket and shims, and verify the bracket is not bent. Even a few millimeters of offset can change joint angles enough to feed vibration at highway speeds.

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

What balancing really entails

Balancing is not a single number on a screen. It is a procedure of measuring recurring unbalance and fixing it with weights exactly placed at one or more airplanes. Short, stiff shafts might just require single airplane corrections near the center of mass. Long heavy-duty drivelines usually require two airplane vibrant 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 vary by store and by shaft size, but a competent target for a highway tractor shaft is frequently in the range of a few gram inches to low ounce inches per plane. The point is not the specific system, it is consistency

and documentation. If you request for balance reports, a serious shop can print or email them, consisting of correction weights and their positions.

Critical speed is the killer that often gets ignored. Every shaft has a speed where it wishes to bow or whip. That speed depends upon length, diameter, wall density, assistance bearings, and product. You can approximate it roughly, but stores with experience know to examine anticipated service rpm against critical speed. They might upsize tube diameter to raise the margin, shorten periods with an added provider bearing, or modification tube thickness to modify stiffness. Paint can conceal sins, however it will not change important speed. If a truck comes back with a shaft that vibrates only in top equipment at highway speeds, and the vibration scales with speed however not load, critical 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 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 stable in service.

Finally, some problems need 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 typically, but it is a mark of a diagnostician instead of a parts hanger.

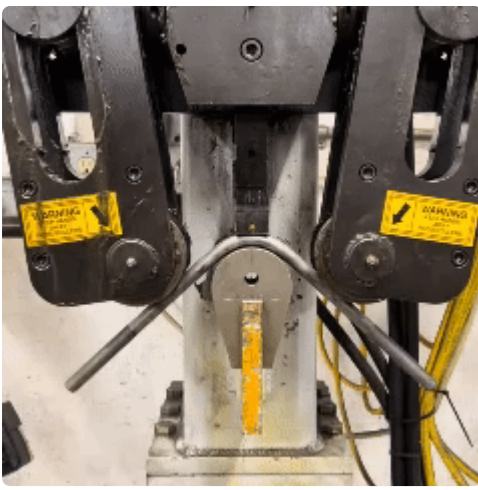
Materials, fabrication, and the little details that add up

Tube quality drives service life. Drawn-over-mandrel tube provides a smooth inside diameter, tight tolerance, and good straightness. Electric resistance welded tube can work well in moderate service if the weld joint is managed and oriented regularly. On extreme torque constructs, thicker walls tame deflection, however weight climbs and vital speed drops for an offered diameter. Many professional drivelines live between 0.120 and 0.188 inch wall, while very long spans or high torque setups use 0.219 or 0.250. There is no totally free lunch. Heavier wall handles abuse however demands attention to balance and speed limits.

Yoke metallurgy appears when you tighten up straps or press bearings. Cheap cast yokes warp, and the cap bores oval out. Great yokes are created and machined to spec. Try to find 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 [custom U bolts](#) bolt holes need to not be extended or out of round. On strap and bolt joints, reuse bolts only if they meet the maker's torque specification and are not necked.

Weld quality is visible. A consistent bead with appropriate width, devoid of undercut or porosity, tells you the welder managed heat input. Extreme bluing or burned paint far beyond the joint hints at poor heat control and most likely tube distortion. After welding, truing is not optional. Aligning presses and dial signs come out before the shaft ever hits the balancer.

Phasing marks are free to include and save frustration down the roadway. So are paint dots on the caps that connect back to documented torque specs. Little touches like those associate with mindful balancing.



When custom fabrication is the best move

If you altered wheelbase, moved a transmission, switched an axle ratio with a different pinion balanced out, or added a PTO, stock parts may not fit or carry out. Custom fabrication shines when geometry modifications. Examples from the store flooring:

- A logging truck that got a 20 inch stinger for a self-loader required a two-piece driveline with an included carrier bearing to keep crucial speed above cruise rpm.
- A dump truck with an aftermarket rubber block suspension crouched loaded and raised angles at the rear joint past 6 degrees. A larger size tube and high-angle u-joints brought angles and velocity fluctuation into a safe zone.
- An older refuse truck with damaged crossmembers needed a new center support bracket. The shop fabricated a gusseted plate, then used shims to bring the carrier bearing back into aircraft with the gearbox output.

Custom U Bolts go into the story sooner than numerous owners anticipate. Axle housing seats, leaf spring loads, and aftermarket lift obstructs tend to make basic shelf U-bolts a risky guess. An appropriate U-bolt has the right bend radius to match the axle tube, rolled threads for strength at the root, correct leg length to record the stack with space for a few threads proud, and either zinc plating or a covering to slow deterioration. Bent-from-all-thread is a typical 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 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 walk 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 determine for a new or rebuilt shaft without guessing

Shops can only develop what you request, and measurement mistakes cause expensive returns. When in doubt, an excellent rebuilder will crawl under the truck and step in person. If you need to supply dimensions yourself, use this short checklist.

- Record the vehicle 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 size on slip yokes. Count twice. Many look alike initially glance.
- Check pilot diameters and bolt patterns on buddy flanges. A millimeter error can avoid assembly.

- Capture u-joint series by measuring cap size and span between yoke ears. Do not assume based on year or model.
- Document operating angles at each joint. A simple digital angle finder on the yokes and tube provides 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 incomplete or the angle will change with last trip height, make that clear. A couple of added words on the work boss air ride pressure or empty versus loaded stance prevent surprises.

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

A few questions separate the real driveline experts from parts swappers and paint artists.

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

Clear, particular responses are a great indication. So is a shop that declines a task if your requested geometry will run too near to important speed. That sort of pushback saves you roadway 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 thoroughly on the turning core.

U-joints sit at the top of the quality stack. Trusted brand names hold tolerances on cap diameter and trunnion surface. Cheap joints come with careless needles that pound into dust and caps that stress in the yoke. If cost seems too good, it is. In professional fleets, a failed joint generally takes straps, caps, and often ears with it. The resulting downtime overshadows the savings.

Carrier bearings are another part where quality is visible. 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 correct seals and grease fill last. Purchasing a total support that matches your frame bracket streamlines shimming and alignment.

Slip yokes and splines must match product and finish to the environment. In salt areas, a phosphate or nickel treatment can slow pitting. If you run heavy PTO usage at odd angles, a slip with more engagement length reduces wear. As soon as the spline rocks, no quantity of grease will recover a smooth launch.

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

For non-rotating hardware, Custom U Bolts deserve 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. Ask for 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 incorrect. Universal joints do not transfer torque at continuous speed when angled. 2 joints in series, correctly phased and at equal angles, cancel each other's speed variation. Issues arise 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 great guideline. Under 1 degree is perfect however frequently impractical with frame crossmembers and packaging. Trade trucks that cycle suspension travel more ought to have low angles at nominal ride height to minimize 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 presume frame level equals angle correct.

On two-piece drivelines, the center bearing must be square to the first shaft and in airplane with the output. A shim stack that is off by even a small amount sets the second shaft at an odd angle and adds a low frequency rumble. Numerous providers 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 modifications make complex everything. Air ride that runs a various pressure empty versus loaded will alter pinion angle in service. A lift that utilizes blocks without pinion angle correction can press a rear joint beyond its pleased variety. Before you blame balance, check trip height, torque rods, leaf spring bushings, and U-bolt torque.

Cost, turnaround, and practical expectations

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

A simple single-piece highway driveline with new tube, two new u-joints, and dynamic balance frequently lands in the 500 to 1,200 dollar range. A long, large size tube with premium joints may run higher. Multi-piece assemblies with a new provider bearing, 3 joints, and alignment can range from 1,200 to 3,000 dollars depending on product and parts brand. Balance just, 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 2. Custom fabrication that alters size, includes a carrier bracket, or requires rare yokes takes longer. Anticipate a week if parts must 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 say no to a bad geometry is rarely squandered money.

Maintenance that keeps balance true

A balanced shaft can head out once again if upkeep slips. Grease intervals for u-joints vary, however a practical rhythm for daily-use occupation trucks is every 5 to 10 thousand miles, earlier in wet or contaminated environments. Purge old grease till fresh appears at all 4 caps, then wipe excess that can draw in grit. Do not

forget the slip spline. A small amount of the correct grease on the male and inside the female minimizes stick-slip shudder. Usage grease recommended for splines, often 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 stretch slightly, rubber seats, and paint crushes. Confirming clamp load captures issues early. Tape these checks. If a strap bolt turns quickly after a brief run, replace it. Stretched bolts do not hold torque reliably.

Keep an eye on seals and installs. A pinion seal that starts weeping may 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 very first sign of cracking.

Finally, treat balance weights with respect. If you notice 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 way people buy tires, by rate and accessibility, or you can buy it the method fleets with low downtime do, by spec and track record. Bring information. Angles, lengths, spline counts, and anticipated load assist a great shop construct when and develop right. Ask for tolerances, not mottos. Anticipate to pay a little 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 changes, custom beats compromise. That includes Custom U Bolts for suspension integrity and right pinion angle. When you add a provider bearing or change tube diameter, have the store talk you through critical speed and the trade-offs between stiffness and weight. If they speak in specific numbers and practical restraints, you remain in good hands.

Drivelines are not attractive Truck Parts. They do their best work undetected. With the best choices and a store that cares about the thousandths, they will remain 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 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 visiting [Skinner Butte Park](#), truck owners and fleet managers nearby often rely on trusted Drivelines service, Custom U Bolts fabrication, and dependable Truck Parts to keep their vehicles running smoothly.