

REVIEWS

INNOVATION

» ReadyRamp BED EXTENDER

The ReadyRamp bed extender encloses a lowered tailgate for increased truck bed carrying capacity, uniquely transforming into a loading ramp as well as folding nearly flat for easy storage.

Recently redesigned to be 15 percent lighter than the 15-year-old original, the ramp is made from light, but sturdy, 6061 T6 aluminum. Weighing only 19 (compact) or 21 pounds (full size), it supports loading of bikes up to 600 pounds. Mounting is accomplished via the truck's tailgate latches (no bed drilling is required), though this makes it less than ideal to use as an in-bed cargo hold with the tailgate closed.

The ramp comes only partially assembled, requiring the installation of the crossbar rungs, which use tri-sided self-tapping Torx buttonhead screws and an included Torx driver bit—to reduce the possibility of stripping a



head. The extrusions are made for the exact screw and the galvanic response to the dissimilar metals ensures they will stay in place. Self-tapping means that the holes aren't threaded and the screws must cut into the metal—they are quite difficult to drive in.

I stripped two Torx bits while powering the ReadyRamp together with a drill—it would be nearly impossible to assemble with hand tools. The included directions aren't comprehensive, but it's relatively straightforward and there is an assembly video on the website. The design choices are a series of intelligent compromises—weight versus strength



versus cost, sold unassembled to reduce oversized shipping charges. We'd suggest alternately offering the ReadyRamp pre-assembled, it would be worth the substantial extra assembly and shipping cost for some buyers.

ReadyRamp is a simple, attractive, affordable, multi-purpose aluminum or satin black bed extender that doubles as a loading ramp and we highly recommend it for its versatility. \$200 for small trucks and \$230 for full-size beds.

—David Hilgendorf



ReadyRamp,
readyramp.com

» Scorpion Sports EXO-GT3000

Scorpion's EXO-GT3000 is a solid performer in the increasingly competitive field of midline modular helmets, boasting several unique features that many more expensive brands don't offer. Chief among them are the "Airfit" cheek pads, which can be rapidly inflated via a large red air pump button, and instantaneously deflated via a release valve, all located on the neck roll. The end result is a truly individual fit which is quick and easy to adjust, even with gloves on.

The rest of the interior is quite posh as well. The KwickWick III anti-microbial liner is soft and luxurious, and the crown, cheek pads, and neck roll are all easily dismantled and fully washable. A removable "aero skirt" is also included to effectively block wind from blowing up into the chin area, for more comfortable cold weather riding. (As an added bonus, it also cuts down significantly on the inherent noisiness of the modular configuration.) Generous speaker cutouts beneath the helmet liner can be removed for more room if desired.

The exterior is equally well designed. The shell itself is constructed of a five ply "TCT-Ultra" shell, which consists of fiberglass, aramid and organic poly-resin fiber blends sandwiched between



glass fiber mats. A two-position chin vent aims airflow either at the shield (to help prevent fogging) or directly to the face when fully opened, while two more vents at the front peak channel the airflow over the head before exhausting it through two more passive vents just under the spoiler on the helmet's rear. The standard clear face shield is scratch resistant, 100 percent UV blocking, and anti-fog coated. MSRP starts at \$359.95 for solid colors, or \$379.95 for multi-color models.

—Moshe K. Levy



Scorpion Sports, Inc., scorpionusa.com

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