

Loading Truck Beds The Easy Way

Craig Joseph Gaspard Jr. of Prairieville, La., has developed a prototype of the BedNinja, a compact hydraulic lift system that mounts directly inside a truck bed. It's designed to lift and load up to 1,200 lbs., making it ideal for motorcycles, jet skis, generators, pallets of shingles, and nearly anything else too heavy to lift manually.

"The BedNinja gives truck owners true hydraulic power and added versatility—turning their vehicle into both a lift and a lighting solution," Gaspard says. "The system adjusts to fit any size truck bed using model-specific mounting brackets. It's currently designed for the Ford F-250, with additional models in development."

Gaspard became inspired after years of lifting heavy equipment.

"I realized how often people don't have access to a forklift when moving large items," he says. "Whether it's loading materials on a job site, moving a generator after a storm, or hauling recreational gear, I wanted a safe, self-contained lifting system that could go anywhere."

He started with a simple proof of concept to test its practicality.

"It worked so well that I've been using that first version for over a year," Gaspard says. "From there, I developed full CAD models and rebuilt it using much heavier steel and refined hydraulics. The system is now extremely robust, and I continue to improve and fine-tune it daily to increase strength, stability, and ease of use."

The resulting model is ideal for contractors, ranchers, first responders, and outdoor enthusiasts who often handle heavy or awkward loads.

"It's also great for lifted-truck owners or anyone looking for a safer, more efficient way to lift and load equipment without additional help or risk of injury," says Gaspard. "When



Compact hydraulic lift system mounts directly inside the truck bed. It's designed to lift and load up to 1,200 lbs.

fully deployed in a vertical position, the BedNinja doubles as a portable light plant, providing 360 degrees of high-power illumination—perfect for job sites, roadside assistance or night operations. When not in use, it folds neatly out of sight, keeping the truck bed completely functional."

Gaspard is finalizing his production-ready model and expanding the mounting bracket system to support additional truck makes and models.

"The next phase includes load certification, light integration testing, and partnerships with manufacturers and distributors to bring the BedNinja to market," he says. "Anyone interested can contact me directly through Instagram. I'm open to collaborations, pilot installations, and investment opportunities as we move toward production."

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Schlosser estimates he put about \$2,000 and 30 hrs. of work into the finished 7 by 9-ft. dump-trailer box project.

Shop-Built Dump Trailer Perfect For Small Projects

Retired farmer Rick Schlosser always wanted a small dump trailer, but the purchase price was too high for how much use it'd get.

One day, as he tinkered in his shop, an old John Deere tractor from a 1950s equipment transport and unused rock picker's 3 by 24-in. hydraulic cylinders sparked his imagination to build his own trailer.

"I've always had some projects in mind that I should deal with, like moving firewood, carrying rocks or completing landscape jobs, so I thought I could put something together to make those kinds of things work," Schlosser says.

He had plenty of metal in storage, so he used it to build the box frame. For the walls, he adapted extensions from an old fertilizer applicator. The wheels and rims came from the old transport axle, and he ordered new 750 by 15-in. dual tires to replace the worn and damaged originals. To complete the floor

and hoist, he purchased 2 by 8-in. planks and an electric-over-hydraulic pump to lift the box. A remote control lets him operate the unit from the cab.

Schlosser installed a truck or tractor-capable ball-hitch system to make it multi-purpose.

"I worried about the mounting points for the hoist to angle and dump properly, so I took some straight edges and chalk, laid everything out on the shop floor, measured it up, and put it together," he says. "When I tried it, I crossed my fingers that it would work. It operated perfectly."

Schlosser estimates he put about \$2,000 and 30 hrs. of work into the finished 7 by 9-ft. dump-trailer box project.

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"It's engineered to resist picking, cutting, grinding and brute-force attacks," Risser says.

Guardian Lock Keeps Trailers Safe

GEN-Y and Altor have partnered to develop the Guardian Lock, a device that secures Spartan, Viking and Executive GEN-Y gooseneck hitches.

"The GEN-Y Guardian by Altor™ advances the ICON™ Trailer Lock product line's mission to redefine trailer security with true power-tool resistance," says Nik Risser, Creative Manager at GEN-Y Hitch. "It's built on the same patented design technology that established the ICON as the benchmark for bumper-pull protection. The Guardian delivers uncompromising security for GEN-Y's heavy-duty gooseneck couplers."

The Guardian lock was developed through close collaboration with GEN-Y Hitch.

"It features the patented radial fin architecture engineered specifically to counter modern, power-tool-driven theft," Risser

says. "It's purpose-built for GEN-Y's gooseneck systems, ensuring a secure, precision-fit installation."

The lock is constructed from hardened steel and features a premium, high-security disc detainer core.

"It's engineered to resist picking, cutting, grinding and brute-force attacks," Risser says. "This is protection you can see and feel, delivering next-level security for high-value trailers and RVs."

Guardian Lock is expected to be released between late January and mid-February, with pricing details to follow.

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Five times thicker than traditional plastic storage, cargo system fits between most wheel wells and under bed covers.

Heavy-Duty Bed Storage System

"We began to notice after every drive to work or every adventure, whatever gear we carried in our truck beds was all over the place, tangled and sometimes even broken. We were tired of wasting time reorganizing or wasting money fixing broken or worn-down gear."

"Every truck bed solution we searched for was either too small, too permanent, too flimsy and low quality, or too expensive. From our frustration, combined with our plastics expertise, RANCH ROAD® Cargo Systems was born," says founder Greg Brown.

Made in the U.S., it's five times thicker than traditional plastic storage, fits between most wheel wells and under bed covers, has non-slip rubber feet, and is modular for complete customization to fit your gear.

It features six latches, four dividers, and two tie-downs to customize the system for your vehicle. There are slots for subdividers every 6 in., multiple anchor points for tie-downs, and 12 drain holes to prevent water from pooling.

"Well built and made in the USA. I've had four different systems in my truck, and this is by far the best. It fits awesome in my truck," Bill S., from online reviews.

Prices start at \$299, with color options for the base and latches that can be specified when ordering. Bundles are available, along with accessories such as a cargo net, dividers and a 5-gal. utility jug. Shipping costs are extra and vary by location. The Cargo System comes with a 5-year limited warranty.

They also sell G2 work gloves made from top-grain goat-skin leather with keystone thumb construction. They're available in sizes 7 through 11 to ensure the right fit.

Products can be purchased on the company's website and through other online retailers, including Amazon.

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