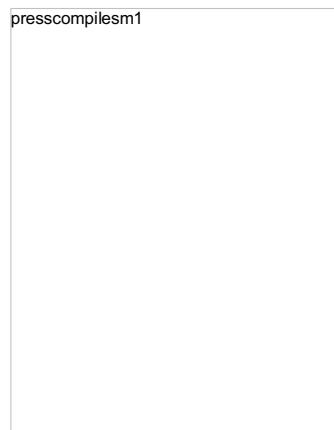


APPLICANT: XP VEHICLES

Tue, 23 Feb 2016 14:50:33, swmof88, [category: news, post_tag: xp, post_tag: xp-cia-b, post_tag: xp-lawsuit, post_tag: xp-muv, post_tag: xp-vehicle, post_tag: xp-vehicle-program, post_tag: xp-vehicles, post_tag: xpv]

Web: <http://xpvehicles.wordpress.com>

- Stonewalled/Rejected/Attacked by DOE and California State Officials in order to line those officials personal bank accounts.
- History, law enforcement and intensive investigations have now proven that every public official, who worked against XP, held stock and cash payola from XP's competitors.
- XP refused to pay bribes to public officials and in retribution XP was black-listed. (Bribes by other applicants uncovered by federal investigators included: HSBC/UBS floating covert accounts, pre-loaded hidden family trusts, Google synchronized stock pumps, "Flash Boy" stock manipulation, mansions, mining rights, revolving door payola jobs, illegal stock warrants, unreported search engine rigging value, and other "layered value" payments)
- XP was asked to assist and cooperate with federal investigators in their cases against campaign financiers and elected officials in these "Cleantech Crash" green crony deals. In retribution XP was attacked in multi-million dollar defamation efforts operated by campaign financiers, and DOE "winners": Google, Tesla Motors and their venture capitol investors.



XP VEHICLES: Federal Agency Corruption Hits Home

There is a company called XP VEHICLES (see <http://departmentofenergyoverwatch.wordpress.com/>) They created the fastest, lowest cost, safest, easiest to build, easiest to drive electric vehicles. They were asked by the U.S. Department of Energy (DOE) to apply for the Advanced Technology Vehicle Manufacturing (ATVM) funding in order to roll their car out for high volume orders for consumers and the Department of Defense. Then this happened (told in bullet-point easy overview):

- XP Vehicles hand-delivered more customer orders and waiting customer confirmations to the U.S. Congress and the Department of Energy than all other applicants combined
- XP Vehicles was the very first applicant for the ATVM Program. XP was invited into the program by DOE
- XP staff received Congressional commendation, historical patents, federal grants and had worked with the former DOE before the Google-aligned staff took it over
- XP was actually tasked by the DOE with drafting the ATVM application form. The Section 136 law, all of the DOE literature, DOE staff video testimony and Congressional records say that the applicants were to be reviewed in the order received. Steven Chu, head of the DOE, changed the first-come-first-served rules to move XP back to the end of the line because XP competed with his and his business partners, stock interests in Tesla, Fisker, Solyndra and others that he exclusively awarded taxpayer cash to. Chu's actions appear to be illegal, per the Section 136 law

- Steven Chu awarded hundreds of millions of dollars to Tesla, Solyndra, Fisker and the other failed applicants within a few weeks long "due diligence" period, the same as normal banks for a commercial loan. Those "awardees" all had a business relationship to Steven Chu. Hundreds of other applicants who were requesting less than \$50M were stonewalled for years for "application review", or until they were forced out of business by [Chu's double-ender funding blockade](#). [Chu gave the excuse: "well, we are running out of money"](#). [Nearly a decade later, most of the DOE ATVM \\$25 billion dollars is still unspent, proving Chu's comments to have not only been an absolute lie but a clear attempt to protect campaign backers Tesla, Solyndra and Fisker. In fact, as we all now know, there was always enough money to support every single independent applicant, but Chu and DOE wanted to force as many applicants out of business as possible in order to clear the decks for their friends.](#)

- See the end of the following press release by Steven Chu, in which he brags about how fast he can get cash to his friends:



TESSOL2

(It is amazing that, in the above press release, it is disclosed that the DOE staff have a stated ability to control "barriers to success" and to decide when to install, or remove those barriers.)

- XP was originally promised its funding of \$45M by Dec. 25, 2008 by DOE and Congressional staff, and told XP that all reviews had been completed. Solyndra failed in the most spectacular tech collapse in U.S. history, taking \$600M of taxpayer dollars with it, following an FBI raid. So much for DOE's "due diligence". The only due diligence DOE staff seem to have performed was to diligently make certain that only Steven Chu's business partners and campaign investors got the cash. The final results of that FBI raid have yet to be revealed. Solyndra and Tesla sit on the same land, and have the same financial connections
- XP was featured in the New York Times, Popular Science, Popular Mechanics, on NPR and in more positive media press than all other applicants combined at the time
- XP hired hundreds of the best automotive engineers that Detroit had just laid off in the last auto industry collapse
- DOE staff and their financiers at Kleiner, Google and Tesla are believed to have financed and coordinated tens of millions of dollars worth of media "hit-jobs", and search engine rigging against XP because XP's fuel cell technology threatened the lithium ion investments owned by Chu, Musk, Kleiner and Google-ites
- XP has two types of vehicles: 1.) The **CIA-B** types of tactical disposable emergency air-drop rescue vehicles with inflatable membrane chassis for the Department of Defense and 2.) the **MUV** types of non-inflatable foam-alloy electric vehicles which are the longest range, lowest cost, easiest to build, lowest COGS, safest car designs in the world
- XP has received multiple issued patents on its technology
- In part of the rejection notice from Steven Chu, he stated that it was because according to him, XP "was not planning to use enough gasoline". Which is kind of a funny thing to say about an electric car company

- In another part of the rejection, Steven Chu stated that XP was "not planning on shipping enough cars". History has now proven that XP **EXACTLY** anticipated how many electric cars would be sold in the allocated initial time-frame, as proven by all other car companies in the world from their, now available, historical market numbers. As with most of Tesla's predictions (in its actual DOE paperwork), Tesla was off by over 1000% and XP was exactly right on its numbers. XP knew that new cars had a ramp-up period, apparently Chu had no clue

- Campaign financiers who had nominated Steven Chu for his position at DOE and funded the Obama campaign, received the only funding from Chu. They were ALSO the same people who placed "moles" in XP to attempt to gather intelligence and disrupt the company

- DOE staff stated that they would provide a two sentence written clarification to XP's investors so that those investors would front the cash for a fee that Steven Chu wanted in order to allow XP into the program. The senior DOE manager refused to respond to XP's fed-ex, emails, faxes and phone calls until a few hours after the deadline had passed to send in the money that Chu required. As the deadline passed, the DOE official immediately responded and stated: "Ohhh, you missed the deadline, too late." It was an intentional and contrived stonewalling attempt by DOE staff.

- Tesla Motors told Scale VC that "if XP ever gets going, Tesla will cease to exist"

- XP sued the Department of Energy, Steven Chu and Lachlan Seward (the DOE funding head) personally, for racketeering and corruption based on eye-witness experience, law enforcement evidence and reporter leaks. In one lawsuit, the first judge stated that they could not find a law that prevented the Department of Energy from engaging in corruption. This determination is often found to be very disturbing to most voters, and is thought to be typical of the kind of corruption prosecution avoidance that is driving outsiders like Trump and Sanders to the top of the Presidential campaigns. Follow-on lawsuits, demands for federal RICO charges and the demand for the provision of a Special Prosecutor by DOJ, continue. The story is far from over...

So that is how the U.S. Department of Energy works.