

CONFIDENTIAL · ASSET CARD

Tennessee Charger Inventory — Readiness & Diligence Card

What is already standing for the 50 DC fast chargers, what is missing, and what can go into \$UBK this week versus after interconnect.

Asset snapshot

Item	Value	Source
Count	50 DC fast-charging cabinets	FTH Nashville EV SPV / ops dossier
Book / stated NAV	\$1,500,000 (\$30,000 / unit)	EV Onboarding Playbook 17 Jul 2026; Finn graph_data.py
Encumbrance	None — fully paid	Same playbook (“unencumbered, fully paid-off”)
Location	Warehouse, Tennessee (Lebanon / Nashville corridor)	Operator; Tritium U.S. plant is Lebanon, TN
Likely OEM / SKU	Tritium RTM75 · 75 kW DC (operator recalled ~85 kW)	Operator + Tritium catalog; not yet nameplated
Connectors	CCS / NACS capable (confirm cable set on serial)	RTM75 spec; CyberCab is NACS
SPV	FTH Nashville EV SPV	UnyKorn Sovereign Operations Center dossier
BitGo vault	w_child_fth_nashville_ev	Ops dossier + Finn SPV_DEALS
Policy	70% LTV · 2-of-3 MPC · utilization / revenue gate	Ops dossier Profile 1
Borrowing capacity (policy)	Up to \$1,050,000 at 70% of \$1.5M	Policy math — not a committed line
Ledger status	ACTIVE in Finn; Pipeline on 17 Jul dossier	graph_data.py vs July playbook
Black site today	Nashville listed as 6-unit CyberTaxi pod only — chargers were not on the page until this card	black.unykorn.org

Already ready to go

- Legal / SPV wrapper and BitGo child-vault identifier assigned.
- Hardware paid — no vendor balance, no UCC on file in the system (confirm with a lien search).
- \$UBK token standard chosen: ERC-3643 + ERC-20, UUPS proxy, 35/40/25 split, 14.2% target APY, BitGo custody.
- EV Onboarding Playbook exists (Drive) describing conversion of the \$1.5M chargers into a BitGo treasury.
- Norcross depot address, 12 Supercharger-bay plan, and CyberCab NACS duty cycle already designed on Black.
- Companion memos: RWA token sleeve + three upgrade paths (Tritium / Tesla / hybrid).
- Institutional stack (whitelist, video-ID > \$250k, \$1M/day velocity cap) already specified for sibling SPVs.

Not ready — do not mint past inventory-NAV without these

Gap	Why it matters	Owner
Nameplate photo / serial list	Proves Tritium vs other OEM, 75 vs 85 kW, NACS cable, firmware. Hashes into BitGo PoR.	Ops / warehouse
Bailee address + inventory letter	Location, count, condition, no-lien statement for lenders.	FTH / warehouse
Invoice, BOL, warranty	Title chain and OEM support posture post-Tritium restructure.	FTH
Independent appraisal	\$30k/unit is book. Warehouse vs installed value will differ.	Credit / appraiser
Utility / pad design	kWh yield does not start until interconnect. NAV until then is inventory.	Depot GC / utility
OCPP CPO + insurance rider	Session records for telemetry verification; inland marine then property/liability once installed.	Ops / insurance
Tesla commercial quote (Path C)	12 Norcross stalls are planned, not purchased.	Tesla Charging desk

What can be tokenized this week vs later

This week (inventory RWA). HASH the SPV + vault + \$1.5M book into \$UBK-GRID as *titled warehouse collateral*. No kWh yield is claimed. 70% LTV remains a policy ceiling, not a draw, until serials and a lien search land. This is the same posture as gold-in-vault: the asset is real; the cash engine is not running yet.

After interconnect (yield RWA). Flip the sleeve from inventory-NAV to utilization-NAV. OCPP sessions stream into the 35/40/25 split. Public Nashville kWh and avoided Tesla-retail depot energy become the 14.2% APY story. Tesla Supercharger bays, if and when titled, join the DEPOT sleeve without a new token.

Immediate ask list (one sitting)

1. Nameplate photo of one cabinet. 2. Warehouse address. 3. Confirmation of count = 50. 4. Any invoice PDF in Drive or email we have not indexed. 5. Decision: Path A, B, or C (desk recommendation is C — Tesla depot, Tritium GRID).

Prepared 3 September 2026 for Unykorn Black / FTH Nashville EV SPV. Not an offer of securities.