

CONFIDENTIAL · INSTITUTIONAL CREDIT / RWA DESK

\$UBK Infrastructure Sleeve — Tennessee DC Fast Charger Inventory

Tokenizing 50 unencumbered, fully paid DC fast chargers as a yield-bearing Real-World Asset inside the Unykorn Black \$UBK stack. BitGo child vault w_child_fth_nashville_ev. Stated NAV \$1,500,000.

1. Executive purpose

Tokenizing the Unykorn Black autonomous fleet transforms physical rolling stock **and depot / grid infrastructure** into high-yield, cash-flowing Real-World Assets. This memo isolates the **GRID sleeve**: fifty DC fast-charging cabinets currently warehoused in Tennessee (FTH Nashville EV SPV). They are already owned, unencumbered, and fully paid. They sit beside — not instead of — CyberCab / Model Y rolling stock and the twelve Tesla Supercharger bays planned for 5655 Peachtree Pkwy, Norcross.

Institutional and accredited capital participates through fractional \$UBK shares. Charger kWh margin, fleet energy-cost avoided, and (once commissioned) public / corridor charging revenue route through the same automated split ledger that already governs ride cash.

2. Token architecture & standards

Field	Specification
Token identifier	\$UBK — Unykorn Black RWA Token. GRID sleeve tagged on-chain as UBK-GRID (not a separate ticker).
Standard	ERC-3643 permissioned security token + ERC-20 utility interface. Built-in transfer restrictions and automated whitelist verification (ONCHAINID / ModularCompliance).
Proxy	UUPS (Universal Upgradeable Proxy Standard). Contract upgrades preserve immutable token state and remain linked to the automated revenue-split ledger.
Chain	Base EVM (8453) primary; BitGo Go Network settlement for off-exchange book-entry. Polygon ERC-3643 identity registry reusable.
Share price	\$1.00 NAV per \$UBK at issuance against appraised collateral. GRID sleeve backed 1:1 by charger book value until independent appraisal updates.
Target APY	14.2% baseline to \$UBK holders from the 25% Treasury Yield slice — cash flow, not emission.
Custodian	BitGo Enterprise / BitGo Trust Company, N.A. Multi-sig MPC 2-of-3. Child vault: w_child_fth_nashville_ev.
SPV	FTH Nashville EV SPV. Policy: 70% max LTV, utilization / revenue gate, video-ID trigger above \$250,000.

3. Underlying asset collateralization

GRID sleeve (this memo). 50 DC fast-charging cabinets, Tritium-class (operator recall ~85 kW; catalog match is Tritium RTM75 at 75 kW DC, dual-cable, CCS / NACS capable). Book \$30,000 per unit = **\$1,500,000**. Status: unencumbered, fully paid, warehoused in Tennessee (Lebanon / Nashville corridor — Tritium’s U.S. plant). Serials, BOL, and street address are the only open diligence items.

Rolling stock sleeve (already on \$UBK). Autonomous CyberCabs, Tesla Model Y units, and executive vans at 5655 Peachtree Pkwy, tied to title registries and physical asset IDs.

DEPOT sleeve (planned). 12 high-speed Tesla Supercharger bays, optical calibration rigs, and UV-C sanitation at the Norcross hub. Tesla hardware is a *path*, not inventory we already own — see the companion Upgrade Paths memo.

Telemetry verification. Once commissioned, OCPP 1.6 / 2.0.1 session logs, kWh delivered, uptime, and Tesla fleet SoC / mileage feeds provide on-chain proof of asset health. Warehouse stage uses title + serial hash until interconnect is live.

4. Automated revenue routing — same 35 / 40 / 25 engine

Ride corridor cash (Buckhead, Midtown, Mercedes-Benz Stadium, Hartsfield) and charger cash (depot energy avoided + public / Nashville node kWh) hit the identical UUPS split:

Slice	%	Destination
OPEX	35%	Vehicle maintenance, charging energy, cleaning, depot ops, charger O&M; utility demand charges.
Debt service & expansion	40%	Lender amortization, collateral coverage, Tesla Supercharger upgrade reserve, additional rolling stock.
Treasury yield (\$UBK holders)	25%	Direct USDC distribution to stakers. Projected 14.2% annualized, backed by hard cash flow rather than speculative emission.

Charger-specific yield sources once live: (i) avoided Tesla Supercharger retail kWh on our own fleet, (ii) public / corridor charging at Nashville and Atlanta event nodes, (iii) demand-response / utility rebates where available. Until install, the sleeve is a titled inventory RWA — NAV from paid hardware, not from kWh.

5. What is ready vs. what is gated

Ready now	Gated — needed to mint / draw
50 cabinets owned, paid, unencumbered \$1.5M stated NAV (\$30k/unit) SPV + BitGo vault ID assigned 70% LTV policy compiled \$UBK ERC-3643 / UUPS architecture 35/40/25 split ledger already specified EV Onboarding Playbook (17 Jul 2026)	Nameplate serials + warehouse street address BOL / invoice / warranty pack Confirmed kW (75 vs recalled ~85) Utility interconnect + pad design OCPP CPO software + insurance rider Independent appraisal (warehouse → installed) Tesla commercial quote if Path B/C chosen

6. Custody, compliance, settlement

BitGo Enterprise provides institutional multi-signature custody, OCC-chartered escrow frameworks, and credit-memo packaging. Only KYC / AML-cleared, whitelisted wallets may hold or transfer \$UBK. On-chain proof-of-reserves hashes the charger serial list (once captured) to the child vault. Draws above \$250,000 freeze for BitGo video-ID quorum. Daily velocity cap \$1,000,000 per SPV.

This document does not constitute an offer of securities. \$UBK is intended for accredited and institutional counterparties under a private placement / Reg D construct once counsel signs off. Warehouse inventory is collateral; it is not yet a cash-yielding charging network.

Companion files: Charger Upgrade & Tesla Supercharger Paths · Charger Readiness & Diligence Card · existing \$UBK RWA White Paper.