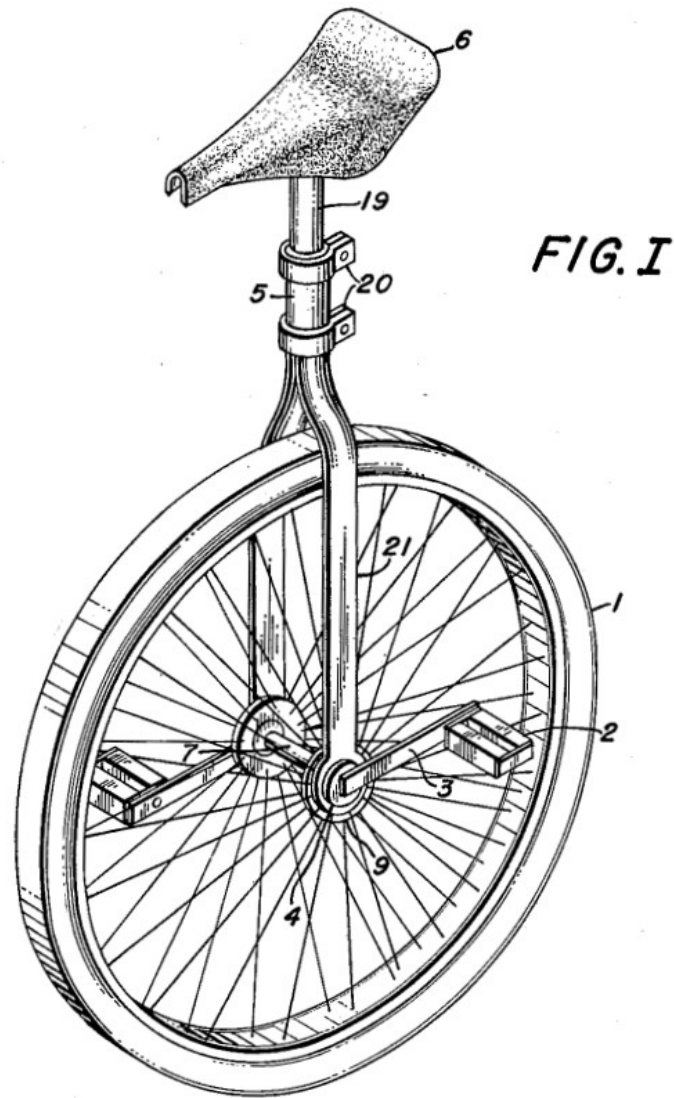


# THE UNICYCLE AS A DYNAMICAL SYSTEM



**Figure 1:** Patent 3,083,036 [1]

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# 1

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## Introduction to the Unicycle as a Dynamical System

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In the modern day, the unicycle is thought of as having the form as shown in Figure 1. This form was patented in 1963 and serves as the most common example of a unicycle

This form of a unicycle consists of two moving and interlinked parts: the fork and the wheel. The wheel stays in constant contact with the ground and is connected to the hub in it's center. This hub, in turn is connected to the lowest part of the fork. On the other end of the fork, there is a seat for the user.

From inspection, it is possible to see that this has a form similar to that of a cart with an attached inverted pendulum. For the purposes of this document, we will assume that

As will be described in subsequent chapters, we define the unicycle as having three inputs in the form of torques and 5 outputs in the form of positions and angular rotations.

# 2

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## Modeling

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Although a unicycle is a fairly complex system, it can be thought of in various ways. The most useful of which, will be as a inverted pendulum affixed atop a cart. It's states can be seen from inspection of its movement and state equations can be derived by using newtonian mechanics to derive a continuous nonlinear time-invariant system.

Upon inspection we can note the following states, additionally shown in 2.1.

- $x$  positional states:  $x$  and  $\dot{x}$
- $y$  positional states:  $y$  and  $\dot{y}$
- Yaw states:  $\theta$  and  $\dot{\theta}$
- Roll states:  $\phi$  and  $\dot{\phi}$
- Wheel pitch states:  $\Omega$  and  $\omega$
- Fork pitch states:  $\alpha$  and  $\dot{\alpha}$

Additionally, we define the following constants that parametrize the simulation.

- Radius of the wheel:  $r$
- Distance between center of wheel and seat height:  $d$
- Mass of the wheel:  $m_w$
- Moment of the wheel around the z axis:  $I_{wz}$
- Moment of the wheel around the y axis:  $I_{wy}$
- Mass of the seat and rider at  $d$ :  $m_r$
- Force of gravity:  $g$

Finally, we define the following inputs to the system. Note, that in order to simplify the modeling, we use torques on the seat rather than adding a vector of which a rider's center of mass could be controlled. These are equivalent however their relation is not explicitly defined by this document. againa againa Aa

balanceb

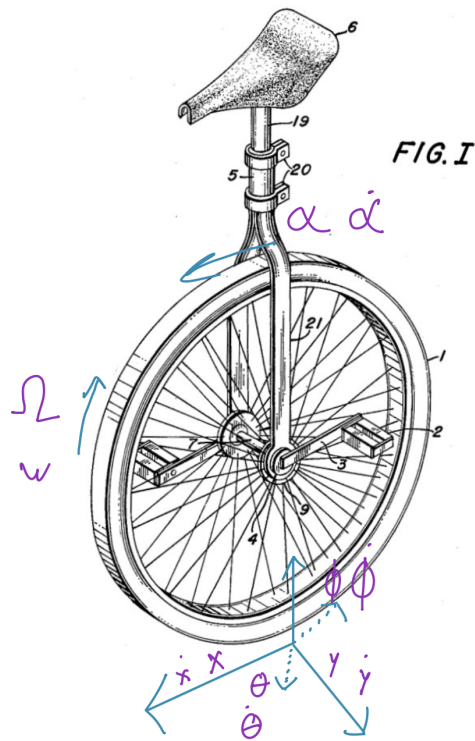
asd

asd asd asd asd

Aa

- Wheel Torque:  $\tau_1$
- Seat Roll Torque:  $\tau_2$
- Seat Pitch Torque:  $\tau_3$

## 2.1 Definition of States



**Figure 2.1:** Drawing of a Unicycle with states

This state,  $x$  can be written in column vector form:

$$x = \begin{bmatrix} x \\ y \\ \theta \\ \phi \\ \Omega \\ \alpha \\ \dot{x} \\ \dot{y} \\ \dot{\theta} \\ \dot{\phi} \\ \omega \\ \dot{\alpha} \end{bmatrix}$$

## 2.2 Derivation of State Derivatives

When calculating  $\dot{x}$ , the states can be divided into two set. The first set of states are those which can be easily passed through in the state space model, i.e  $\dot{x} \rightarrow \dot{x}$ . The second set, requires an equation based on the first and second set. i.e  $\ddot{x} = ?$ . For this, some constants will be defined.  $r$  is the radius of the wheel.

**Positional Vectors  $\ddot{x}$  and  $\ddot{y}$ .** Calculating these linear accelerations is possible by splitting the linear distance function into its components via  $\theta$  and then repeatedly deriving with respect to linear. Additionally, on inspection we can see that angular acceleration will be linearly related to linear acceleration and the wheel's radius.

Starting with the equation for the arc length of a wheel,  $s = r\Omega$  where  $s$  is the distance swept by a wheel of radius  $r$  over an angle  $\Omega$  (note the intentional reuse of  $\Omega$ ). This equation can be derived, into the formula for the linear velocity of processing wheel  $v = r\omega$  where  $v$  is the velocity of the traveling wheel in the direction of motion and  $\omega$  and  $\dot{\Omega}$  are the angular velocities of the wheel. By splitting this equation into two based on components we arrive at

$$v_x = \dot{x} = r \cdot \omega \cdot \cos(\theta)$$

$$v_y = \dot{y} = r \cdot \omega \cdot \sin(\theta)$$

Finally, the derivative of this set of equations can be taken one more time find the desired formula for linear acceleration.

$$\begin{aligned}\ddot{x} &= r(\dot{\omega} \cos(\theta) - \omega \sin(\theta)\dot{\theta}) \\ \ddot{y} &= r(\dot{\omega} \sin(\theta) + \omega \cos(\theta)\dot{\theta})\end{aligned}$$

**Rotation  $\theta$ .** Upon inspection, one notices that  $\theta$  only changes based off of  $\phi$ . In order for a unicycle to change it's  $\theta$ , the rider must lean to one side and change *phi* first!

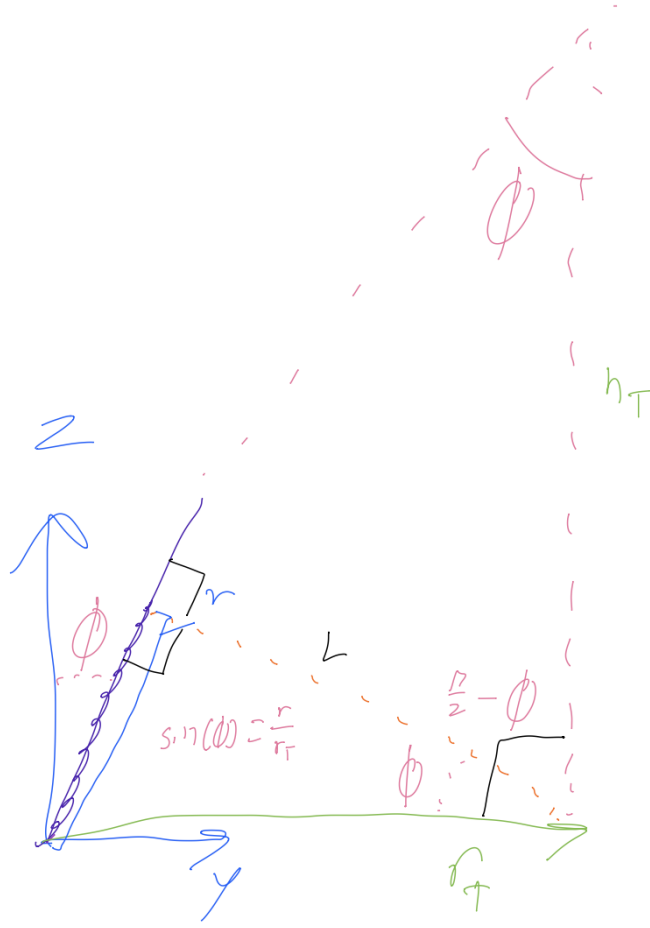
Imagine a unicycle balanced slightly over at an angle and going forward in its own local frame of reference. As it unicycle moves forward, it will rotate through  $\theta$  tracing a perfect arc, dependent on the body angle  $\phi$ . By trying some values, it can be noticed that if an angle  $\phi = 0$  the radius of the circle traces goes to infinity. Meanwhile, if the angle is larger, something closer to  $\phi = \pm\frac{\pi}{8}$ , then theta will slowly change based on the current phi.

With this in mind, the formula for this arc is the turning radius ( $r_t$ ) of a tilted.  $r_t = \frac{r}{\sin(\phi)}$ , the derivation of which is shown in 2.2, can be used to relate  $r_t$ ,  $r$ , and  $\phi$ . However, we now need a relation between  $r_t$  and  $\dot{\theta}$ . This can be derived from the formula for arc length used previously. The formula  $s = r\theta$ , can once again be reinterpreted as  $s = r_t\theta$  where  $s$  the arc length of the turn radius that is swept by a wheel of radius  $r$  traveling= over that arc an angle  $\theta$ . This means we can take the derivative of this formula to arrive at  $v = r_t\dot{\theta}$ . Finally, since we don't store the wheel's local forward velocity we can rewrite it in terms of angular acceleration as  $\dot{\theta} = \frac{r\omega}{r_t}$ . Now, by plugging in the formula derived earlier, we finally achieve  $\dot{\theta} = \frac{r\omega \sin(\phi)}{r} = \omega \sin(\phi)$ . Finally, by applying the product rule we can find the desired formula for  $\ddot{\theta}$

$$\ddot{\theta} = \dot{\omega} \sin(\phi) + \omega \dot{\phi} \cos(\phi)$$

**Rotation  $\phi$ .** Upon inspection, one notices that if perfectly balanced, a unicycle stands perfectly vertical it will stay there, however any slight perturbation will cause it to fall over. Additionally, the only perturbation that could cause this is the torque  $\tau_2$  as every other input acts such that no matter its value, there will be no change on *phi*.

From this, assuming the unicycle is not moving forward, we can create a simplified model of it. This is model in REFERENCE FIGURE. On this model, we have the force of gravity acting at both the center of mass of the wheel and on the rider. Additionally, we have a torque acting on the rider's center of mass. The gravitational forces can be split up into



**Figure 2.2:** Drawing of a Unicycle with states

components along and perpendicular to the unicycle, with those along being canceled by the normal force of the unicycle. This leaves  $F_{gravity, wheel} \sin(\phi)$ ,  $F_{gravity, rider} \sin(\phi)$  and  $\tau_2$ . By using newton's third law for rotation we see that the sum of torques  $\sum \tau = I\alpha$  or, restated into the conventions of this document,  $\sum = I\ddot{\phi}$  must be related. By combining all of these, we arrive at the formula

$$I_{pivot}\ddot{\phi} = m_w r g \sin(\phi) + m_r g(r + d) \sin(\phi) + \tau_2$$

where  $I_{pivot} = m_w r + m_r(r + d)$  and is the moment corresponding to the pivot point being at the point of contact of the wheel.

This formula is accurate in the case of the unicycle when there is zero motion however once the unicycle starts to move, there are additional forces in play, the centrifugal force and the gyroscopic force.



Since we are working with torques, we need the formula for the torque caused by the centrifugal force. This can be interpreted as a torque occurring at the center of mass of the combined system of the rider and wheel perpendicular to the body of the unicycle, that is  $\tau_c = d_c F_c m_c \cos(\phi)$  where  $d_c$  is the distance from the pivot to the center of mass,  $F_c$  is the centrifugal force,  $m_c$  is the total mass of the system. Additionally, note the  $\cos(\phi)$  term, because the centrifugal force acts parallel to the global y axis regardless of the angle  $\phi$  of the unicycle, it must be broken down into components that are cancelled by the unicycle's normal force and those which act as a net torque perpendicular to the axis of travel.

Starting off with  $d_c$ , it can be found by treating the unicycle as a seesaw and finding the location at which the torques balance. This formula is defined in A and resolves to  $d_c = \frac{m_r r + d m_r + m_w r}{m_w + m_r}$ . Next, is  $F_c$ , which additional is defined in A to be  $F_c = r_w \omega \dot{\theta} m_c$ . These three formulas can be combined together to form

$$\tau_c = r_w \omega \dot{\theta} m_c d_c \cos(\phi)$$

Finally, the gyroscopic torque can be calculated and, as detailed in A, its the formula is  $\tau_g = I_{wz} \omega \dot{\theta} \cos(\phi)$

This can now be stated as

$$\ddot{\phi} = \frac{\tau_{gravity} + \tau_2 + \tau_c + \tau_{gyroscopic}}{I_{pivot}}$$

**Rotation  $\omega$  and  $\alpha$ .** The omega and alpha terms are special as they are interlinked. We will address their derivations separately, resolving two separate equations, both dependent on  $\dot{\omega}$  and  $\ddot{\alpha}$  and then use algebraic substitution. Their derivations are explained in detail in the Appendix; however, here we will place their full definitions, where the system determinant is defined as  $\Delta = [(m_w + m_r)r^2 + I_{wy}][I_{wy} + m_r d^2] - (m_r r d \cos \alpha)^2$ .

The explicit formula for wheel acceleration is:

$$\dot{\omega} = \frac{(I_{wy} + m_r d^2)(m_r g d \sin \alpha) - (m_r r d \cos \alpha)(m_r g d \sin \alpha - \tau_1)}{\Delta}$$

The explicit formula for pitch acceleration is:

$$\ddot{\alpha} = \frac{[(m_w + m_r)r^2 + I_{wy}](m_r g d \sin \alpha - \tau_1) - (m_r r d \cos \alpha)(m_r g d \sin \alpha)}{\Delta}$$

**Final state equation.** Now that each sub-equation has been derived and the dependencies substituted, the final non-linear state update vector  $\dot{x}$  can be written.

$$\dot{x} = \begin{bmatrix} \dot{x} \\ \dot{y} \\ \dot{\theta} \\ \dot{\phi} \\ \omega \\ \dot{\alpha} \\ r(\dot{\omega} \cos \theta - \omega \dot{\theta} \sin \theta) \\ r(\dot{\omega} \sin \theta + \omega \dot{\theta} \cos \theta) \\ \dot{\omega} \sin \phi + \omega \dot{\phi} \cos \phi \\ \frac{[m_w r + m_r(r + d)](g \sin \phi + r \omega \dot{\theta} \cos \phi) - I_{wz} \omega \dot{\theta} \cos \phi + \tau_2}{m_w r^2 + m_r(r + d)^2 + I_{wy}} \\ \frac{(m_r d^2)(\tau_1) - (m_r r d \cos \alpha)(m_r g d \sin \alpha - \tau_1 + \tau_3)}{[(m_w + m_r)r^2 + I_{wy}][m_r d^2] - (m_r r d \cos \alpha)^2} \\ \frac{[(m_w + m_r)r^2 + I_{wy}](m_r g d \sin \alpha - \tau_1 + \tau_3) - (m_r r d \cos \alpha)(\tau_1)}{[(m_w + m_r)r^2 + I_{wy}][m_r d^2] - (m_r r d \cos \alpha)^2} \end{bmatrix}$$

Some interesting things can be gleamed from this equation. Most notably the fact that  $\tau_1$  and  $\tau_3$  are highly coupled but not identical!

# 3

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## Environments

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Environments in LaTeX are used to apply specific formatting to part of the document<sup>1</sup>.

### 3.1 Theorems

For Theorem environments, we use the `amsthm` package. This allows us to define environments that are frequently used such as `thm` for theorem, `lem` for lemma, and so on. We can also use the `thmtools` package to create boxed or shaded theorems for emphasis. Here are some examples.

**Theorem 1** (A theorem). This is how we state a theorem.

**Theorem 2** (Shaded). For emphasis, we can put it in a shaded box.

**Theorem 3** (Outlined). Another way to create emphasis is with an outlined box.

**Proof.** We can write proofs using the `proof` environment. ■

The `thmtools` package also provides `restatable`, which is useful if you want to state the same result more than once (say, in the introduction and later in the paper), but don't want to give it a new label and equation numbers. See the documentation for more details<sup>2</sup>.

### 3.2 Lists

Create bulleted lists using the `itemize` environment. For example:

- First item

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<sup>1</sup><https://www.overleaf.com/learn/latex/Environments>

<sup>2</sup><https://ctan.math.illinois.edu/macros/latex/contrib/thmtools/doc/thmtools-manual.pdf>

- Second item
- Third item

Numbered lists are created using the `enumerate` environment. For customization, we use the `enumitem` package with the `shortlabels` option. This allows us to write customized lists easily. For example,

<code>\begin{enumerate}[(i)]</code>		
<code>\item first item \label{x}</code>		(i) first item
<code>\item second item \label{y}</code>	produces	(ii) second item
<code>\item third item \label{z}</code>		(iii) third item
<code>\end{enumerate}</code>		

We can refer to items using `\cref` as before. For example, the command `\cref{x,y,z}` produces Items (i) to (iii).

# 4

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## More

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### 4.1 References and links

We use the `hyperref` package to produce a pdf with hyperlinks. We also use the `cleveref` package for facilitating references. Using the `\cref` command will automatically use the correct prefix. You can also refer to multiple things at once by using multiple arguments, or you can refer to a range using `\crefrange`. For more information, see the documentation<sup>1</sup>.

References can be cited with the `\cite` command, which produces something like `[?,?,?,?]`. The `cite` package ensures the citations are ordered nicely and compressed when possible.

### 4.2 Figures

We use the standard `figure` environment for figures. Diagrams should be placed in separate files in the `graphics/` folder and should use the `standalone` package. You can then use `includegraphics` as in Figure 4.1 to include the figure in your document. If you are using `pdflatex`, you can also use `includegraphics` to include PDF, JPEG, PNG, or other formats, but not EPS.

### 4.3 Tables

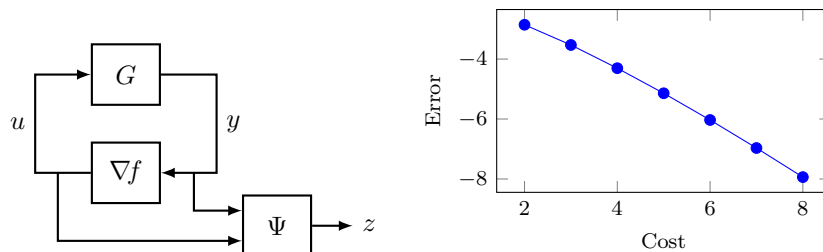
The `booktabs` package, which includes commands such as `\toprule`, `\midrule`, and `\bottomrule`, can be used to make nice tables. In general, never use vertical lines to separate columns. For more style tips on how to make nice tables, see<sup>2</sup>. Here is an example of a nice table<sup>3</sup>.

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<sup>1</sup><http://mirrors.ctan.org/macros/latex/contrib/cleveref/cleveref.pdf>

<sup>2</sup><https://people.inf.ethz.ch/markusp/teaching/guides/guide-tables.pdf>

<sup>3</sup><https://lazyscientist.wordpress.com/2021/07/23/make-better-tables-in-latex-using-booktabs/>



**Figure 4.1:** Figure captions should be long and descriptive because people actually read them, unlike the rest of the text. (Left) A block diagram made using Tikz. (Right) A plot made using Pgfplots. Note that the figures are not scaled, so the text size in the figures is consistent with the rest of the document. The source files for the figures are in the `graphics/` folder.

**Table 4.1:** Gravimetric analysis of silver halides in a 1.27-mL sample of sea water.

Qty of Sample	Test Tubes				Avg
	A	B	C	D	
Mass (g)	1.399	1.32	1.328	1.408	1.364
Density (g/mL)	1.10	1.04	1.05	1.109	1.07
Mass w/ Precipitate (g)	13.443	13.401	13.348	—	13.397
Mass AgCl ( $10^{-2}$ g)	9.0	9.2	8.7	—	8.9
Moles AgCl ( $10^{-4}$ mol)	6.28	6.42	6.08	—	6.50

## 4.4 Code

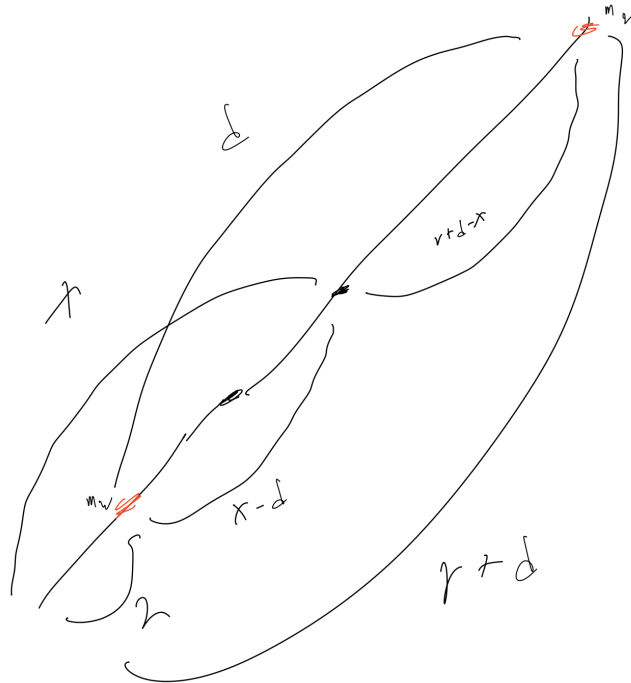
We can include snippets of code when appropriate to describe specific computer code. A sample program in Julia is shown in ???. Note that this uses the `pygmentize` package in Python, which must both be installed in order to compile. Also, the code contains unicode characters, which must be defined (see the preamble of `thesis.tex`).

# A

## Appendix A - Derivations

**Derivation of  $d_c$  for  $\phi$ .** Looking at Figure A.1,  $x$  is the distance from the base to the center of mass, the variables in the drawing perfectly correspond to those used in the derivation of  $\phi$ . By balancing moments, with respect to  $x$ , we arrive at the equation  $(x-r)m_w = (r+d-x)m_r$  and, by solving for  $x$ , we arrive at

$$x = \frac{m_r r + d m_r + m_w r}{m_w + m_r}$$



**Figure A.1:** Drawing of a Unicycle's center of mass points

**Deivation of  $F_c$  for  $\phi$ .** As a reminder,  $F_c$  is the centrifugal force acting upon the entire unicycle at the center of mass **parallel to the global y axis**. to the frame of the unicycle. Starting off with Newton's third law,  $F = ma$ , we see that in order to calculate this, we need the total mass of the system,  $m_c = m_w + m_r$  and the centrifugal acceleration. The formula for centrifugal acceleration is  $a_c = \frac{v^2}{r}$  where  $v$  is the velocity in the direction of travel and  $r$  is the radius swept by the rotation. Thankfully, both of these correspond to formulas previously derived.  $v = r_t \dot{\theta}$  restated as  $r_t = \frac{v}{\dot{\theta}}$  and  $v = r_w \omega$ . Combing these together we arrive at  $a_c = \frac{v^2}{v/\dot{\theta}} = v\dot{\theta} = r_w \omega \dot{\theta}$ . Finally, this can be substituted into Newton's third law to achieve

$$F_c = r_w \omega m_c \dot{\theta}$$

**Derivation of gyroscopic effect.** The angular momentum of a spinning wheel is  $L = I_w * \omega$  keeping with the conventions of this document, that means  $L = I_{wy} \omega$ . Additionally, newton's second law for rotation states that  $\tau = \dot{L}$  By the small angle approximation, we can approximate  $\dot{L} = L\dot{\theta}$  and with this we arrive at the formula  $\tau_g = I_w \omega \dot{\theta}$ . Finally, remember that this torque must act opposite as a restoring force, as it is currently written as a positive feedback loop.

$$\tau_g = -I_w \omega \dot{\theta}$$



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## References

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- [1] D. E. Cornell III. Occupant powered unicycle, U.S. Patent 3 083 036, March 26 1963.