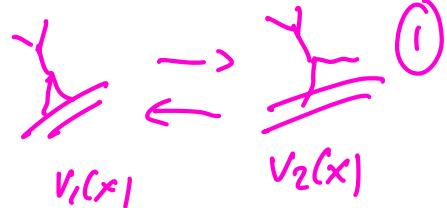


## Last time :

- \* 2-state model for the stepping of molecular motor



- \* Coarse graining into Markov chain  
state  $\varphi \leftrightarrow$  position of the motor



- \* Transition rates  $W(\varphi \rightarrow \varphi')$

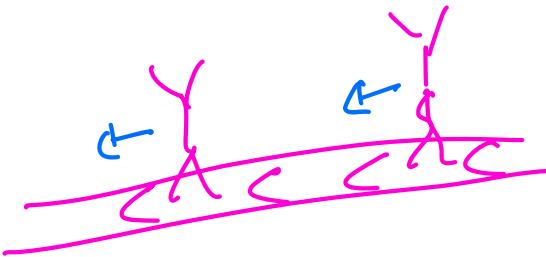
- \* Master equation

$$\frac{\partial}{\partial t} P(\varphi) = \sum_{\varphi' \neq \varphi} \underbrace{W(\varphi' \rightarrow \varphi) P(\varphi', t)}_{\text{gain term due to incoming transition}} - \sum_{\varphi' \neq \varphi} \underbrace{W(\varphi \rightarrow \varphi') P(\varphi, t)}_{\text{loss due to outgoing transitions.}}$$

## Today:

- \* Collective motion of motors

focus on difference between  
1 & 2 motors



- \* Detailed balance & TRS for Markov models

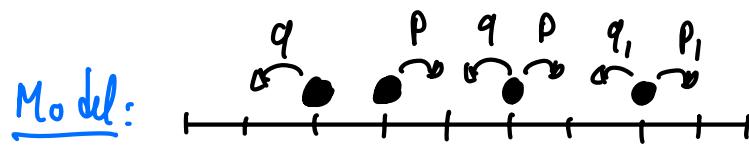
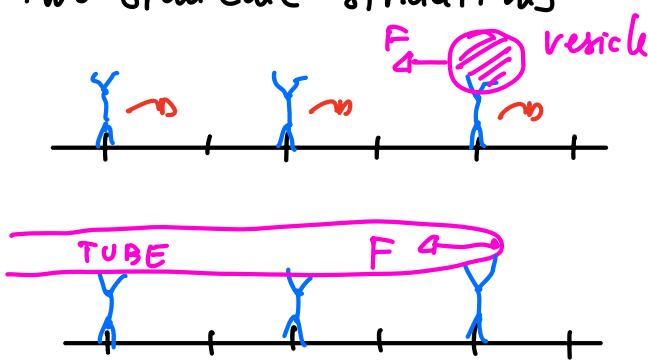
## Application to molecular motors: the asymmetric simple exclusion process (ASEP) (2)

ASEP introduced in [Mac Donald, Gibbs, Dickinson, Biopolymers 6, 1-25, 1968] to model ribosomes along DNA. Adapted in

[O. Campas, et al Phys. Rev. Lett. 97, 038101 (2006)]

to model the collective motion of dimers.

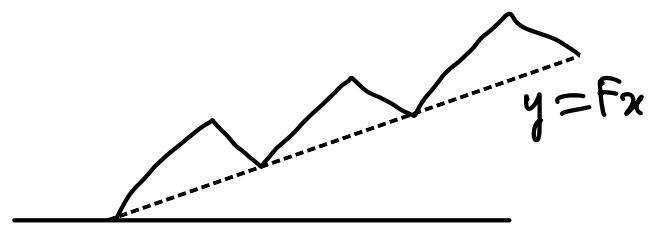
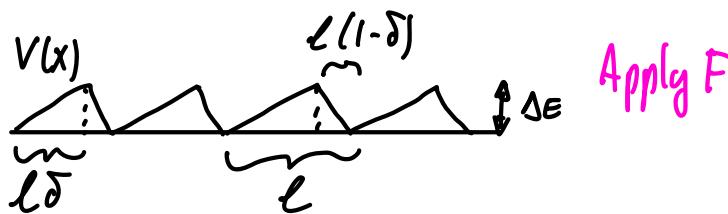
Two standard situations



Particles hop at constant rates onto free sites.

Q: How to model the force applied to the first motor?

Remember the ratchet



$$\text{Energy barrier } \Delta E: \text{forward rate } p = p_0 e^{-\beta \Delta E} \Rightarrow p_1 = p_0 e^{-\beta [\Delta E + F \delta l]} \\ = p e^{-\beta F \delta l}$$

$$\text{backward rate } q = q_0 e^{-\beta \Delta E} \Rightarrow q_1 = q_0 e^{-\beta [\Delta E - F(1-\delta)l]} \\ = q e^{+\beta F(1-\delta)l}$$

For clarity, introduce  $\beta F l = f$

## 4.4.1 Isolated motor and stall force

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On average,  $p_1$  jumps to the right per unit time }  
 $q_1$  ————— def ————— } mean speed  $v_{\text{in}} = p_1 - q_1$

Let's move it: initial position of the motor at time  $t$ .

$$\langle i(t) \rangle = \sum_j j P(i(t) = j) \Rightarrow \partial_t \langle i(t) \rangle = \sum_j j \partial_t P(i(t) = j) \quad \text{cumbersome notation} \Rightarrow P(j, t)$$

$$\text{Master equation} \quad \partial_t P(q) = \sum_{q' \neq q} W(q \rightarrow q') P(q') - W(q \rightarrow q) P(q)$$

\* The  $\varphi \leftrightarrow$  position j

\* Identify all  $q, q'$  such that  $W(q \rightarrow q') \neq 0$  or  $W(q' \rightarrow q) \neq 0$   
&  $P(q') \neq 0$

$$q \leftrightarrow j \implies q' \leftrightarrow j \pm 1$$

$$\begin{aligned}
 \frac{\partial}{\partial t} P(j, t) &= W(j-1 \rightarrow j) P(j-1) + W(j+1 \rightarrow j) P(j+1) \\
 &\quad - [W(j \rightarrow j-1) + W(j \rightarrow j+1)] P(j) \\
 &= p_j P(j-1) + q_j P(j+1) - (p_j + q_j) P(j)
 \end{aligned}$$

$$\begin{aligned}
 \partial_t \langle j \rangle &= \sum_j p_{1,j} P(j-1) + q_{1,j} P(j+1) - (p_{1,j} + q_{1,j}) j P(j) \\
 &\quad \text{with } j=0, 1, \dots, h-1 \\
 &= \sum_h p_{1,h} P(h) + q_{1,h} P(h-1) - (p_{1,h} + q_{1,h}) h P(h) \\
 &= \sum_h (p_{1,h} - q_{1,h}) P(h) = (p_1 - q_1) \sum_h P(h) = p_1 - q_1
 \end{aligned}$$

$$\Rightarrow \langle j(t) \rangle = \langle j(0) \rangle + (p_1 - q_1)t \Rightarrow \boxed{r_{th} = p_1 - q_1}$$

Stall force: Face  $f$  such that  $v_{in}(F) = 0$

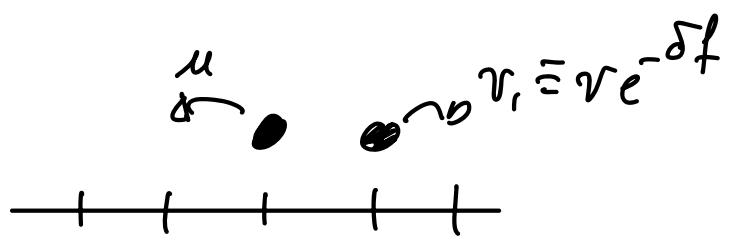
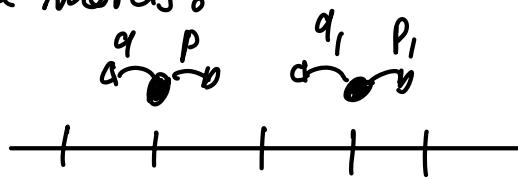
4

$$\Leftrightarrow p_i = q_i \Leftrightarrow p e^{-\delta f} = q e^{(1-\delta)f}$$

$$\Leftrightarrow \frac{f_m}{f_s} = \ln \frac{p}{q}$$

#### 4.4.2) Two motors

For completeness, let us allow for short range interactions between the motors:



if  $v_i > p_i$  &  $u > q$   $\Rightarrow$  repulsive interactions

if  $v_i < p_i$  &  $u < q$   $\Rightarrow$  attractive interactions

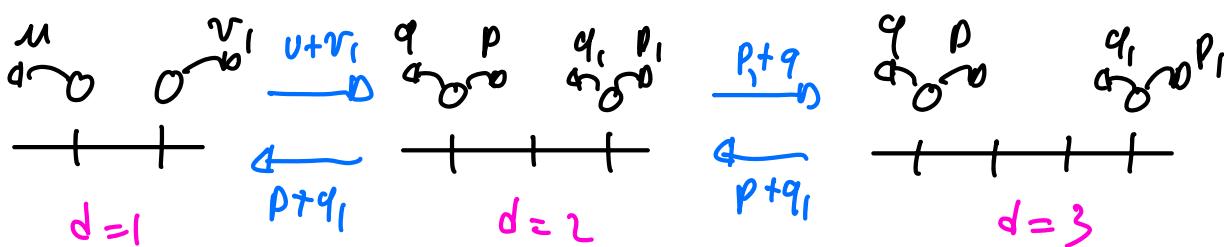
(Otherwise, non reciprocal interactions)

Goal: characterize the motor cooperativity through  $v_{2m}$ , the speed in the presence of 2 motors

Intermediate step: characterize the distance between the motors

#### Average distance between two motors

Let's denote by  $f_d(u)$  the probability that the distance between the motors equal  $d$ .



$$\partial_t P_d(1) = (p+q_1) P_d(2) - (u+v_1) P_d(1) \quad (1)$$

$$\partial_t P_d(2) = (u+v_1) P_d(1) - (p+q_1) P_d(2) \quad (2)$$

$$- (p_1+q) P_d(2) + (p+q_1) P_d(3) \\ \vdots$$

$$\partial_t P_d(m) = (p+q) P_d(m-1) - (p+q_1) P_d(m) \quad (m)$$

$$- (p_1+q) P_d(m) + (p+q_1) P_d(m+1)$$

Steady state:  $\partial_t P_d(i) = 0$ ; for all  $i$ .

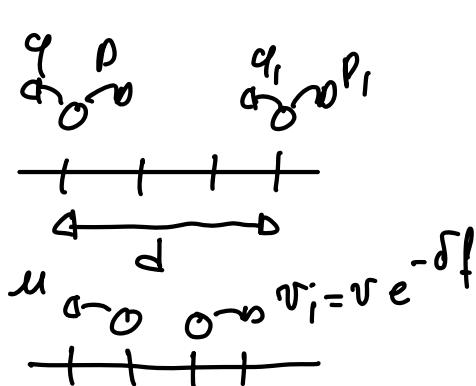
$$(1) \Rightarrow P_d(2) = \frac{u+v_1}{p+q_1} P_d(1) \equiv \gamma_1 P_d(1) \quad \text{when } \gamma_1 = \frac{u+v_1}{p+q_1}$$

$$(1+2) \Rightarrow P_d(3) = \frac{p_1+q}{p+q_1} P_d(2) \equiv \gamma_2 P_d(2) = \gamma_2 \gamma_1 P_d(1) \quad \text{when } \gamma_2 = \frac{p_1+q}{p+q_1}$$

$$(1+2+\dots+m) \Rightarrow P_d(m+1) = \gamma P_d(m) = \dots = \gamma^{m-1} \gamma_1 P_d(1)$$

Normalisation:  $\sum_{k=1}^{\infty} P_d(k) = 1 \Leftrightarrow 1 = P_d(1) \left[ 1 + \gamma_1 \sum_{k=0}^{\infty} \gamma^k \right]$

Average distance between two motors



$$p_1 = p e^{-\delta f} < p$$

$$q_1 = q e^{(1-\delta)f} > q$$

$$\gamma = \frac{p_1+q}{p+q_1} < 1$$

$$\Rightarrow P_d(1) = \frac{1-\gamma}{1-\gamma+\gamma_1} \quad \& \quad P_d(k \geq 2) = \frac{\gamma_1(1-\gamma)}{1-\gamma+\gamma_1} \gamma^{k-2}, \quad \gamma_1 = \frac{u+v_1}{p+q_1}$$

Comment:  $P_d(k) \sim C e^{-k \ln \gamma}$  as  $k \rightarrow \infty$   $\Rightarrow \langle k \rangle$  finite, scales as  $\frac{1}{\ln \gamma}$  as  $\gamma \rightarrow 1$

In this case,  $\langle h \rangle$  finite  $\Rightarrow$  the two motors go at the same average speed

### Mean speed of the first motor

$$\begin{aligned}
 v_{2M} &= \langle r \rangle = v_{isolated} \times p(isolated) + v_r p_d(1) \\
 &= (p_1 - q_1) [1 - p_d(1)] + v_r p_d(1) \\
 &= (p_1 - q_1) \frac{r_1}{1 - r + r_1} + v_r \frac{1 - r}{1 - r + r_1} = \frac{(p_1 - q_1)(1 + v_r) + v_r (p + q_1 - p_1 - q)}{p + q_1 - p_1 - q + 1 + v_r} \\
 &= \frac{1 + (p_1 - q_1) + v_r(p - q)}{p + q_1 - p_1 - q + 1 + v_r}
 \end{aligned}$$

### Stall force $f$ such that $v_{2M}(f) = 0$

$$u e^{-\delta f} (p - q e^f) + v e^{-\delta f} (p - q) = 0 \Leftrightarrow u q e^f = u p + v p - v q$$

$$f_s^{2M} = \ln \left[ \frac{p}{q} + \underbrace{\frac{v}{u} \left( \frac{p}{q} - 1 \right)}_{>0} \right] > \ln \frac{p}{q} = f_s^{1M}$$

Whatever the interactions between the motors, the stall force to stop the 1<sup>st</sup> motor is always larger when there is a 2<sup>nd</sup> motor behind it. This is because the presence of the second motor prevents backward fluctuations of the 1<sup>st</sup> motor.

### Speed of the first motor

The second motor increases the stall force, does it increase the speed?

$$v_{2M} - v_{IM} = \frac{\mu(p_1 - q_1) + v_i(p - q)}{p + q_1 - p_1 - q + \mu + v_i} - \frac{(p_1 - q_1)(p + q_1 - p_1 - q + \mu + v_i)}{p - p_1 + q_1 - q + \mu + v_i} \Rightarrow \text{denominator is } > 0$$

$\underbrace{p_1 - q_1}_{\geq 0} \quad \underbrace{p + q_1 - p_1 - q}_{\geq 0} \quad \underbrace{\mu + v_i}_{\geq 0}$

$$\begin{aligned} \text{Sign} (v_{2M} - v_{IM}) &= \text{Sign} [v_i(p - q) - (p_1 - q_1)(p + q_1 - p_1 - q) - v_i(p_1 - q_1)] \\ &= \text{Sign} [(v_i - (p_1 - q_1)) (p - p_1 + q_1 - q)] \\ &= \text{Sign} [v - p + q e^f] \end{aligned}$$

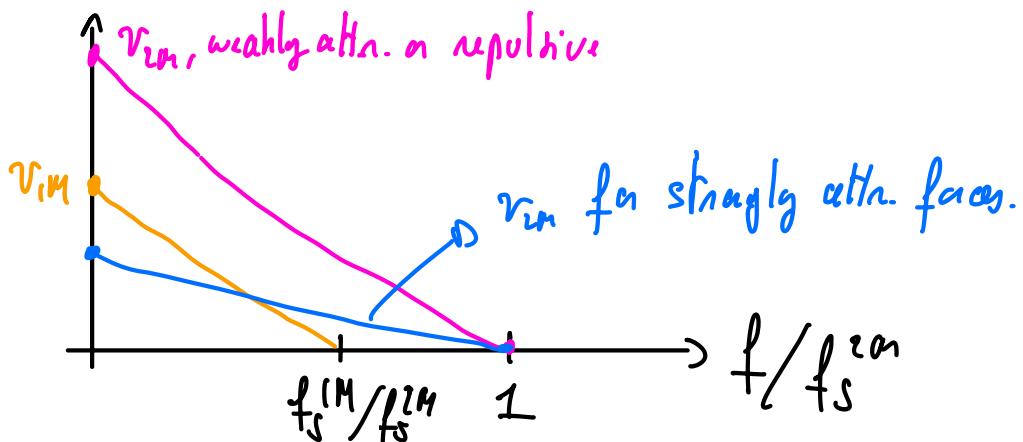
\* if  $f > f_s^{2M}$ ,  $v_{2M} = v_{IM} = 0$

\* if  $f_s^{2M} > f > f_s^{IM}$ ,  $v_{2M} > 0 = v_{IM}$

\* if  $f_s^{IM} > f$ , then  $v_{2M} > v_{IM} \Leftrightarrow v > p - q e^f \underset{f=0}{\approx} p - q$

If attractive forces are strong,  $v < p - q$  &  $v_{2M} < v_{IM}$

If                    are weak, or interactions are repulsive  $v_{2M} > v_{IM}$



N body: [O. Campas, et al Phys. Rev. Lett. 97, 038101 (2006)]

## 5 Detailed balance for Markov Processes

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Langvin equations: continuous time & continuous space

Markov processes: continuous time & discrete space

(Markov chain: discrete time & discrete space)

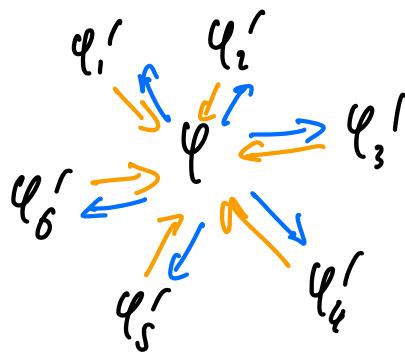
These can be seen as **different level of coarse-graining**, as above, or as dealing with observables of different nature (continuous position  $x$  vs discrete number of particles  $n_i$ ).

The notion of time reversal symmetry & detailed balance extend to the discrete case.

### 5.1) Detailed balance at the rate level

$$\frac{\partial}{\partial t} P(\varphi) = \sum_{\varphi' \neq \varphi} W(\varphi \rightarrow \varphi') P(\varphi') - \sum_{\varphi' \neq \varphi} W(\varphi' \rightarrow \varphi) P(\varphi)$$

Steady state:  $\frac{\partial}{\partial t} P(\varphi) = 0 \Rightarrow \forall \varphi, \sum_{\varphi' \neq \varphi} W(\varphi \rightarrow \varphi') P(\varphi') = \sum_{\varphi' \neq \varphi} W(\varphi' \rightarrow \varphi) P(\varphi)$



probability flux into  $\varphi$       probability flux out of  $\varphi$

This is called **global balance**, the sum of incoming fluxes is balanced by the sum of outgoing fluxes, leaving  $P(\varphi)$  constant.

**Detailed Balance (DB)** is a stronger constraint:  $W(\varphi' \rightarrow \varphi) P(\varphi') = W(\varphi \rightarrow \varphi') P(\varphi)$

It enforces the balance between each pair of states and guarantees that the dynamics is time reversible in the steady state since

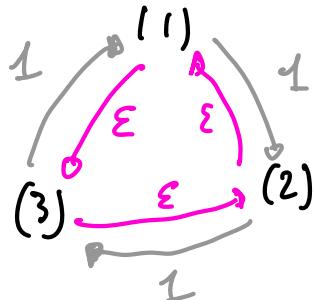
$$P(\varphi, t'; \varphi', t) = P(\varphi, t' | \varphi', t) P(\varphi', t) \underset{t' = t + \Delta t}{\approx} w(\varphi \rightarrow \varphi') \Delta t P(\varphi, t)$$

(g)

$$\text{Then DB} \Rightarrow P(\varphi, t + \Delta t; \varphi', t) = P(\varphi', t + \Delta t; \varphi, t)$$

example:

Invariance by rotation  $\Rightarrow$  steady state  $P(i) = \frac{1}{3}$



let's check that it satisfies global balance

$$\begin{aligned} \text{flux out of } (i) : & (1+\varepsilon) \times \frac{1}{3} \\ \text{flux into } (i) : & (1+\varepsilon) \times \frac{1}{3} \end{aligned} \quad \left. \begin{array}{l} \text{global} \\ \text{balance} \end{array} \right\}$$

However  $P(i) w(i \rightarrow i+1) = \frac{1}{3} \times 1 = \frac{1}{3}$  while  $P(i+1) w(i+1 \rightarrow i) = \varepsilon / 3$   
 $\Rightarrow$  No detail balance if  $\varepsilon \neq 1$ .

This fits our intuition: if  $\varepsilon < 1$ , the CW rotation is more likely than the time reversed, CCW, rotation.

Comment: DB is a joint property of the rates and the steady state distribution.

## 5.2) At the trajectory level

Escape rate:  $\tau(\varphi) = \sum_{\varphi' \neq \varphi} w(\varphi \rightarrow \varphi')$  is the total rate at which the system hops out of configuration  $\varphi$ .

Escape time:  $\tau$  is the first time at which the system escapes  $\varphi$ , given that it is in  $\varphi$  at time 0. Q:  $P(\tau) = ?$

$\tau = N \Delta t$  & work in the limit  $N \rightarrow \infty$ ,  $\Delta t \rightarrow 0$ ,  $N \Delta t = \tau$  constant

$\text{Prob}(\varphi \rightarrow \varphi' \text{ during } \Delta t) = w(\varphi \rightarrow \varphi') \Delta t + O(\Delta t^2)$

$\text{Prob}(\text{out of } \varphi \text{ during } \Delta t) = \sum_{\varphi' \neq \varphi} w(\varphi \rightarrow \varphi') \Delta t + O(\Delta t^2) \underset{\Delta t \ll \tau}{\approx} \tau(\varphi) \Delta t$

$\text{Prob}(\text{stay in } \varphi \text{ during } \Delta t) = 1 - \tau(\varphi) \Delta t$

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$$\text{Prob}(\text{1st escape in } [\tau, \tau + d\tau]) = [1 - n(\tau) d\tau]^N \cdot \underbrace{n(\tau) d\tau}_{\text{does not escape in the } N \text{ first time intervals}} \underbrace{n(\tau) d\tau}_{\text{then it escapes}}$$

$$\approx e^{-N n(\tau) d\tau} n(\tau) d\tau = n(\tau) e^{-\tau n(\tau)} d\tau$$

$\Rightarrow$  the probability density to exit at  $\tau$  is  $P(\tau) = n(\tau) e^{-\tau n(\tau)}$

Comment: ①  $P(\tau > t) = \int_t^\infty d\tau P(\tau) = e^{-t n(\tau)} \Rightarrow$  the probability to remain in  $Q$  decreases exponentially in time.

②  $W(Q \rightarrow Q') d\tau$  is the probability that the system jumps out of  $Q$  AND into  $Q'$ .

Q: Given that the system hops out of  $Q$ , what is the proba that it goes into a specific  $Q'$ ?

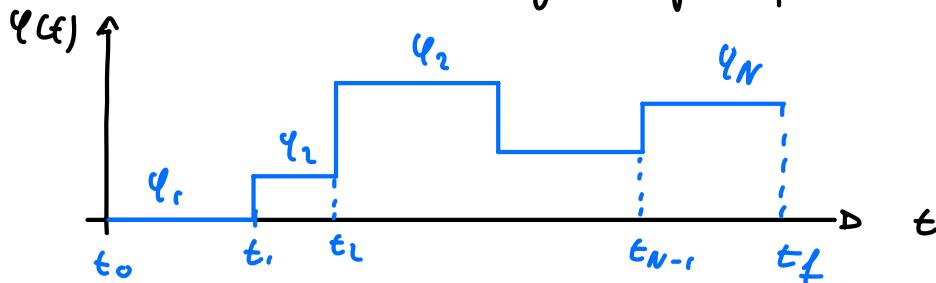
$$P(Q \rightarrow Q' \text{ & jump in the next } d\tau) = W(Q \rightarrow Q') d\tau = P(Q \rightarrow Q' \mid \text{jump}) \times \underbrace{P(\text{jump})}_{n(\tau) d\tau}$$

$$\Rightarrow P(Q \rightarrow Q' \mid \text{jump}) = \frac{W(Q \rightarrow Q')}{\sum_{Q'' \neq Q} W(Q \rightarrow Q'')}$$

This is the basis of the Metropolis sampling algorithm

### Probability of a full trajectory

A trajectory is defined as a sequence of configurations  $\varphi_i$  and jump times  $t_i$ , at which the system goes from  $\varphi_i$  to  $\varphi_{i+1}$ .



The probability to go from  $q$  to  $q'$  in  $[\epsilon, \epsilon + \delta\epsilon]$  is  $W(q \rightarrow q') \delta\epsilon$   
 → independent from  $q(s \leq \epsilon)$  → Markovian dynamics.  
 $\Rightarrow P[\text{trajectory } q(t)] = \prod_i P[\text{transition from } q_i \text{ to } q_{i+1}]$

Let us denote by  $P(q)$  the steady state proba to be in  $q$  and compare the probability of  $q(t)$  &  $q''(\epsilon) = q(t'' = t_f - \epsilon)$ .

$$P(\{q(t)\}) = P(q_1) \times \underbrace{\pi(q_1)}_{\substack{\text{start at} \\ q_1}} e^{-\pi(q_1)(t_1 - t_0)} \cdot \underbrace{\frac{W(q_1 \rightarrow q_2)}{\pi(q_1)}}_{\substack{\text{go to } q_2 \\ q_1 \rightarrow q_2}} \times \underbrace{\pi(q_2)}_{\substack{\text{stay for } q_2 \rightarrow q_3 \\ q_2 \rightarrow q_3}} e^{-\pi(q_2)(t_2 - t_1)} \cdot \underbrace{\frac{W(q_2 \rightarrow q_3)}{\pi(q_2)}}_{\substack{\text{stay for } q_3 \rightarrow q_4 \\ q_3 \rightarrow q_4}} \dots \times \dots \times \underbrace{\pi(q_{N-1})}_{\substack{\text{stay for } q_{N-1} \rightarrow q_N \\ q_{N-1} \rightarrow q_N}} e^{-\pi(q_{N-1})(t_{N-1} - t_{N-2})} \cdot \underbrace{\frac{W(q_{N-1} \rightarrow q_N)}{\pi(q_{N-1})}}_{\substack{\text{stay in } q_N \\ \text{in } [t_{N-1}, t_f]}} \cdot e^{-\pi(q_N)(t_f - t_{N-1})}$$

The factors  $\pi(q_i)$  cancel out.

$$P(\{q(t)\}) = P(q_1) \times \prod_{i=1}^{N-1} W(q_i \rightarrow q_{i+1}) \times \prod_{i=1}^N e^{-\pi(q_i)(t_i - t_{i-1})} \quad \text{with } t_N \equiv t_f$$

Detailed balance  $P(q_i) W(q_i \rightarrow q_{i+1}) = W(q_{i+1} \rightarrow q_i) P(q_{i+1})$

$$\underbrace{P(q_1) W(q_1 \rightarrow q_2)}_{W(q_2 \rightarrow q_1)} \underbrace{W(q_2 \rightarrow q_3)}_{W(q_3 \rightarrow 2)} \dots \underbrace{W(q_{N-1} \rightarrow q_N)}_{W(q_N \rightarrow q_{N-1})} P(q_N)$$

$$\underbrace{W(q_2 \rightarrow q_1) P(q_1)}_{W(q_3 \rightarrow 2) P(q_3)} \dots \underbrace{W(q_N \rightarrow q_{N-1}) P(q_{N-1})}_{W(q_N \rightarrow q_{N-1}) P(q_N)}$$

$$\Rightarrow P(q_1) \prod_i W(q_i \rightarrow q_{i+1}) = \underbrace{P(q_1)}_{\substack{\text{prob to} \\ \text{start in} \\ q_1}} \underbrace{\prod_i \text{prob of forward transitions}}_{\substack{\text{prob of} \\ \text{forward transitions}}}$$

$$\prod_i W(q_{i+1} \rightarrow q_i) P(q_N) = \underbrace{\prod_i W(q_{i+1} \rightarrow q_i)}_{\substack{\text{prob of backward} \\ \text{transitions}}} \underbrace{P(q_N)}_{\substack{\text{prob to} \\ \text{start in} \\ q_N}}$$

$$\Rightarrow P(\{\varphi_{(f)}\}) = P(\varphi_N) \times \prod_{i=1}^{N-1} W(\varphi_{i+1} - \varphi_i) \times \prod_{i=1}^N e^{-\lambda(\varphi_i)(t_i - t_{i-1})} \quad (*) \quad (12)$$

Reversed traj

① transitions  $\varphi_1^n = \varphi_N, \varphi_2^n = \varphi_{N-1}, \dots, \varphi_N^n = \varphi_1$

$$\Rightarrow \prod_{i=1}^{N-1} W(\varphi_{i+1} - \varphi_i) = \prod_{i=1}^{N-1} W(\varphi_i^n - \varphi_{i+1}^n)$$

## ② waiting times

The waiting times are symmetric so we expect  $\prod_i e^{-\lambda(\varphi_i)(t_i - t_{i-1})}$  to transform symmetrically into  $\prod_i e^{-\lambda(\varphi_i^n)(t_i^n - t_{i-1}^n)}$

③  $\lambda(\varphi_i) = \lambda(\varphi_{N-i}^R)$

④  $|t_i - t_{i-1}| = |t_{N-i}^R - t_{N-i-1}^R|$

$$\Rightarrow \prod_i e^{-\lambda(\varphi_i)(t_i - t_{i-1})} = \prod_i e^{-\lambda(\varphi_i^n)(t_i^n - t_{i-1}^n)}$$

Thus (\*) holds:

$$P(\{\varphi_{(f)}\}) = P(\varphi_1^n) \cdot \prod_{i=1}^{N-1} W(\varphi_i^n - \varphi_{i+1}^n) \times \prod_{i=1}^N e^{-\lambda(\varphi_i^n)(t_i^n - t_{i-1}^n)} = P(\{\varphi_{(f)}^R\})$$

DB at the rates level thus imposes reversibility at the trajectory level! 13

Comments If we sum over all possible trajectories between  $q_i$  &  $q_n$ , we find

$$P_{\text{ss}}(q_i, t_0) P(q_n, t_f | q_i, t_0) = P_{\text{ss}}(q_n, t_f) P(q_i, t_f | q_n, 0)$$