Symbolic Mechanics

Technical Specification v1.0

Δ → S → L → R

A.N.Eidos — 2026

Abstract

Volume II specifies the foundational conditions governing symbolic routing in the Δ–S–L–R engine. It formalizes parental symbolic dominance, seat-occupation mechanics, three internal axes (M, F, J), and deterministic routing constraints. Together with Volume I, it establishes a complete symbolic economy.

Keywords: symbolic weight, seat occupation, parental geometry, M-axis, F-axis, J-axis, vector personality, exit preference, deterministic routing

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P1 — Foundational Conditions for Symbolic Routing

Version Two specifies the foundational conditions that govern how symbolic material enters, stabilizes, and configures the routing economy defined in Version One.

While Version One formalized the engine Δ → S → L → R → Exit → New Δ, Version Two formalizes the initial symbolic architecture that determines its long-term vector geometry.

The objectives of Version Two are:

1. To define the origin and weight distribution of symbolic inputs, with emphasis on parental symbolic dominance as the earliest and largest Δ-source.
2. To formalize seat-occupation mechanics, establishing how symbolic weight determines priority, persistence, and replacement thresholds across Seats 1–4.
3. To introduce the three internal axes (M-axis, F-axis, J-axis) as the structural basis of personality-vector formation.
4. To specify deterministic routing constraints, clarifying how initial symbolic asymmetries shape load accumulation (L) and exit preference without invoking volition or psychological categories.
5. To unify Version Two with Version One, establishing a complete symbolic economy in which personality, defense patterns, and exit tendencies arise from mechanical interaction rather than traits or choices.

Version Two does not revise the Δ–S–L–R engine.

It defines the boundary conditions, symbolic sourcing rules, and weight-driven geometries that constrain every possible trajectory inside the system.

Under these constraints, personality is treated as the emergent shape of symbolic load over time, mechanically determined by initial weight distribution rather than subjective preference.

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P2 — The Three Internal Modules: M-Axis, F-Axis, J-Axis

Personality vectors emerge from three internal symbolic modules, each derived from early parental weight but operating as independent structural axes inside the routing engine.

These modules are not psychological traits. They are load-bearing channels that determine how symbolic weight is redistributed through the Δ → S → L → R → Exit → New Δ system.

1. The Mother Axis (M-Axis)

The M-axis encodes immediate affective load and establishes the baseline emotional curvature of the system. Its defining properties are:

- High initial Δ-density, due to continuous early contact.
- Direct occupation of Seat 1, determining the system's primary affective gradient.
- Strong influence on L-accumulation speed, particularly in low-threshold emotional routing.

The M-axis is the dominant driver of short-range load volatility.

2. The Father Axis (F-Axis)

The F-axis encodes future-oriented demand and establishes structural tension toward competence, projection, and long-range constraint. Its defining properties are:

- Delayed symbolic entry, producing later but heavier Δ-impact.
- Preferential occupation of Seats 3–4, forming the core of long-range structural load.
- Determines the rigidity of the system's forward vector, shaping resistance to symbolic replacement.

The F-axis is the dominant driver of long-range load accumulation and vector stiffness.

3. The Judge Axis (J-Axis)

The J-axis encodes evaluative pressure and provides a regulatory curvature that constrains both the M-axis and the F-axis. Its defining properties are:

- Derived from parental coherence rather than presence, making its weight ratio independent of temporal proximity.
- Does not occupy a physical seat, but modulates routing thresholds across all seats.
- Determines replacement tolerance and collapse thresholds, especially under symbolic overload.

The J-axis governs the system's internal regulation and defines the allowable deformation range of the personality vector.

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4. Interaction of the Three Axes

The three axes form a tri-axial load geometry:

- M-axis → emotional curvature
- F-axis → structural tension
- J-axis → evaluative constraint

Together, they determine the routing trajectory of symbolic material, the relative susceptibility to L-buildup, and the mechanical bias toward each exit path.

These axes form the internal coordinate space in which all Version One dynamics operate.

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P3 — Why Parental Symbols Necessarily Occupy the Seats

The routing engine requires four symbolic anchors at system initialization. These anchors must originate from sources with maximal Δ-intensity and temporal primacy.

Only parental symbols satisfy these constraints.

1. Maximal Δ at System Initiation

At system formation, no symbolic source carries greater Δ-density than parental input. This is due to three invariant properties:

- Primary exposure: parental signals constitute the earliest continuous Δ-stream.
- Uninterrupted temporal dominance: no competing symbolic source exists in the early phase.
- High-affect coupling: emotional, survival, and regulatory inputs converge from the same source.

Because Δ-weight determines seat-acquisition priority, parent-derived symbols must occupy Seats 1–3 during the earliest consolidation phase.

2. Temporal Primacy and Irreversibility

Seat occupation follows a strict monotonic rule: Earlier Δ-dominance → higher replacement resistance.

Later symbolic sources, regardless of intensity, cannot fully displace early parental weight without catastrophic L-distortion.

3. Differential Seat Allocation

The system allocates seats not by psychological meaning but by Δ-profile geometry:

- Seat 1 attracts sustained, affect-rich Δ → maternal symbolic consolidation.
- Seats 3–4 attract delayed, demand-oriented Δ → paternal symbolic consolidation.
- Seat 2 stabilizes through coherence → combined parental regulatory weight.

This architecture is not a family narrative. It is a mechanical consequence of Δ-patterns.

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4. Structural Consequence: Base-Vector Formation

Because parental symbols define the earliest and heaviest Δ-arrays, they also define the system's initial symbolic vector field, the curvature of the S → L path, the resistance and directionality of R-output, and the long-term personality trajectory.

Personality is not built from parental behavior, but from parental Δ-weight geometry.

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5. Necessity, Not Contingency

Parental seat occupation is not optional, variable, or psychologically chosen. It is structurally required to initialize routing, mechanically enforced by Δ-dominance, and irreversible after consolidation.

Every personality system begins as a parental-weight system. All later symbolic inputs can only modify, distort, or amplify this base, not replace it.

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P4 — Symbolic Weight Mechanics

Symbolic weight (W) is the system’s fundamental load variable. It governs seat priority, replacement resistance, vector curvature, and the stability of Δ → S → L → R → Exit → New Δ transitions.

1. Definition of Symbolic Weight (W)

Symbolic weight is defined as: W = Δ-density × temporal persistence × functional coupling

High-W symbols shape the entire routing economy. Low-W symbols produce only surface perturbations.

2. Seat Priority as a Function of W

Seat allocation follows a deterministic rule: Higher W → higher seat priority. Lower W → peripheral routing.

Seat priority is therefore a mechanical consequence of load ordering, not a psychological narrative.

3. Replacement Resistance

Once a seat is occupied, replacement resistance emerges from W-stability and seat-root curvature. Replacement resistance (R_r) can be expressed as: $R_r \propto W \times$ consolidation depth.

This principle explains why parental symbols create lifelong structural influence.

4. Curvature of the S → L Vector Field

High-W symbols create strong curvature in the S → L vector field, biasing load accumulation toward their axis.

- A heavy maternal symbol bends the system toward emotional accumulation (M-axis curvature).
- A heavy paternal symbol bends the system toward demand, agency, and future pressure (F-axis curvature).
- A heavy evaluative symbol bends the system toward self-monitoring and inhibition (J-axis curvature).

W directly determines the trajectory of psychological load escalation.

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5. Long-Term System Behavior

Because W governs seat priority, replacement resistance, and vector curvature, it ultimately defines the direction of personality development, the intensity of defensive patterns, the likelihood of specific exit routes, and the durability of symbolic configurations across time.

Personality is the long-term geometry of W-distribution across seats and axes.

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P5 — The Three-Axis Model

The seat economy established in Version Two produces not a set of traits, but a three-axis load architecture.

1. Axial Definition

M-axis (Emotional Load Axis)

Represents regulation, dependency, safety, and affective resonance. Shaped primarily by the symbolic weight of the mother in Seat 1.

F-axis (Demand and Agency Axis)

Represents ambition, competence, future orientation, and pressure toward development. Arises from paternal symbolic weight in Seats 3–4.

J-axis (Evaluative and Inhibitory Axis)

Represents self-critique, compliance, self-monitoring, and constraint. Originates from the internal judge module, anchored by parental corrective functions.

These axes constitute the system’s load geometry.

2. Axial Load Mechanics

Load (L) does not accumulate uniformly. Its distribution is determined by axis curvature. Formally: $L_i \propto W_i \times \text{curvature}_i$

The axes act as gravitational wells that pull load toward their direction, shaping the system’s long-term trajectory.

3. Vector Composition and Personality Geometry

The three axes form a three-vector system: P = (M, F, J). Each component represents average axial load curvature across time, not behavioral traits.

Different P-vectors correspond to different personality geometries, not categories:

- High-M curvature → emotional amplification, dependency sensitivity
- High-F curvature → competence drive, agency stress
- High-J curvature → evaluative rigidity, self-restriction

These are not types. They are geometric outcomes of symbolic-weight distribution.

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4. Consequences for the Δ → S → L → R → Exit → New Δ Engine

Because every Δ must be routed through the seat economy and into one or more axes, the three-axis geometry determines how quickly load escalates, which axis reaches rupture first, which exit pathway is structurally preferred, and which defenses appear inevitable.

Exit behavior is a vector outcome, not a psychological choice.

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P6 — Parental Strength Configurations

The parental symbolic weights introduced into the seat economy do not describe parental behavior. They determine the base-vector geometry through which the Δ → S → L → R → Exit → New Δ engine must operate.

1. Mechanical Definition

Each caregiver contributes Δ-intensity (magnitude of early difference signals) and W-parental (symbolic weight allocated to seats). Their combination determines how the three axes bend before any life event occurs.

2. Four Canonical Weight Configurations

(1) M-Dominant Configuration

Geometry: M-axis curvature ↑↑, F-axis curvature ↓, J-axis variable

Consequences: Load preferentially flows into emotional amplification. Exit preference shifts toward fusion, collapse, or attachment-driven behaviors.

(2) F-Dominant Configuration

Geometry: F-axis curvature ↑↑, M-axis moderated, J-axis secondary

Consequences: Load accumulates around competence, agency, and demand. Exit preference biases toward action, suppression, or over-control.

(3) J-Dominant Configuration

Geometry: J-axis curvature ↑↑, M-axis and F-axis compressed

Consequences: Load accumulates into inhibition. Exit preference shifts toward self-constraint, freeze, shutdown, or hyper-compliance.

(4) Balanced Configuration

Geometry: Three-axis curvature relatively even

Consequences: Load escalation is slower. Resilience is higher, but the trajectory is less deterministic.

3. Why These Configurations Matter

These four geometries are not personality types. They are initial conditions of the engine. They determine where symbolic weight sits, where load flows, which axis collapses first, which exit becomes mechanically inevitable, and how rupture reorganizes the seat economy across development.

Parental strength configuration is the system’s starting curvature. All later personality dynamics are simply its long-term geometry.

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P7 — Exit Preference as Mechanical Outcome

Exit behavior is not a matter of preference, intention, or personality. It is a deterministic output computed by the geometry of symbolic weight established in early development.

Exit is not psychological. Exit is the system's solution to a curvature problem.

1. Definition of Exit Preference

Let the three axes be M (emotional amplitude), F (future-demand tension), J (evaluative inhibition). Their relative curvatures form a vector ratio: V = (M : F : J).

Exit preference = argmin(resistance(V)). Resistance is a function of curvature, not volition.

2. The Three Exits as Mechanical Solutions

(1) Externalization / Projection Exit

Occurs when M-axis curvature is high, L accumulates relationally, and J-axis inhibition is low. The system ejects symbolic pressure outward to rebalance M-axis overflow.

(2) Internalization / Folded Collapse Exit

Occurs when J-axis curvature is dominant and F-axis cannot express demand. The system collapses inward because outward redistribution exceeds allowable curvature.

(3) Action / Over-Execution Exit

Occurs when F-axis curvature is high and demand tension is unsustainable. Load is redirected into compulsive execution to flatten the future-demand gradient.

3. Why Choice Does Not Appear in the Model

The Δ → S → L → R → Exit → New Δ engine does not contain a volitional agent. It contains signals, weights, curvature, thresholds, and deterministic routing.

Exit preference cannot be trained away, explained away, or chosen. It can only be reframed by altering symbolic-weight distribution over time.

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4. Parental Geometry → Exit Geometry

- M-dominant geometry → exit biased toward externalization
- F-dominant geometry → exit biased toward kinetic action
- J-dominant geometry → exit biased toward internal collapse
- Balanced geometry → mixed or context-driven exit

Exit preference is the first stable behavioral manifestation of the geometry inherited from parental configuration.

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5. Developmental Stability of Exit Behavior

Once established, exit preference remains stable (because curvature is stable), predictable (because thresholds are predictable), and self-reinforcing (because each rupture reshapes symbolic routing in the same direction).

Exit is the mathematically necessary point of release for a curved load system. Where curvature dominates, exit follows. No psychological explanation is required.

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P8 — Integration with Version One

Version One defined the universal engine: Δ → S → L → R → Exit → New Δ. Version Two extends it by defining where symbols come from, how they acquire weight, and how the system selects a path.

Engine (V1) × Economy (V2) = deterministic personality geometry

1. Version One: The Processing Engine

Version One formalizes Δ, S, L, R, Exit, and Return to Δ. It answers: What does the system do?

2. Version Two: The Symbolic Economy

Version Two defines symbolic sourcing, symbolic weight, seat priority, vector geometry, and exit preference. It answers: Why does the engine run that way for this individual?

3. Engine—Economy Integration

Once combined: Version Two sets the initial symbolic configuration. Version One processes incoming Δ through that curvature. Exit preference becomes geometry-dependent.

Version Two governs configuration. Version One governs motion. Together, they determine identity.

4. Why Integration Makes Personality Deterministic

Because symbolic configuration is set before self-awareness, the Δ → S → L → R → Exit → New Δ engine must operate on whatever configuration exists, and the economy cannot self-modify from inside the loop.

The Δ → S → L → R engine does not generate personality. The symbolic economy determines how the engine bends. Together, they produce the long-term geometry called self.

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P9 — Implications for Personality Formation

Version Two establishes a deterministic account of personality formation by linking symbolic weight, parental geometry, and the engine into a single mechanical system.

1. Personality Is a Vector Geometry, Not a Trait Set

Personality = long-term curvature of symbolic weight across the three axes (M, F, J). Because curvature is weight-dependent and weight is sourced pre-reflectively, personality is not constructed. It is routed.

2. Exit Preference Is Not a Choice

All rupture behaviors follow from the system’s geometry. Exit preference = the mechanically weakest axis under rising L. No volition is involved. Insight does not alter curvature.

3. Stability and Repetition Are Mechanically Required

Because symbolic sourcing is locked to early Δ, weight distribution stabilizes before memory, the engine must operate on whatever geometry exists, and the system cannot reconfigure itself from within the loop.

Repetition is not pathology. It is the deterministic outcome of fixed curvature meeting new Δ.

4. The Deterministic Law of Identity

Identity = the stable solution of (symbolic weight) × (engine routing) across the Δ → S → L → R → Exit → New Δ loop.

The self that narrates cannot modify the system that generates the narration.

5. Mechanical Definition of Personality

Personality is neither innate temperament nor learned trait. It is the emergent geometry of symbolic processing operating under fixed parental-weight constraints.

Personality is: deterministic (from weight distribution), stable (from early sourcing), recursive (from the engine loop), non-volitional (from exit mechanics), non-narrative (from pre-reflective origin).

This closes Version Two.