

SLS Block 1C without thrust bucket. Payload to 200 km LEO = 97.7 t. 19 Oct. 2013. Author Steven S. Pietrobon, PhD. Boeing data obtained from [1].

RSRMV thrust curve obtained from page 56 of [2]. There is a discrepancy in that Loaded Mass minus Burnout Mass in [2] is 650,743 kg compared to 633,233 kg in [1] and 628,701 kg in [3]. Therefore, we have adjusted the propellant mass and impulse in [2] to match the values in [1].

Boosters: RSRMV 2x5–Segment	Boeing	1C4J2.0
Aft Skirt Diameter (m)	–	5.156
Nozzle Diameter (m)	–	3.875
Sea Level Thrust at 0.2 s (N)	14,014,567	15,599,386
Vacuum Isp (m/s)	2,622.3	2,622.3
Total Mass (kg)	733,776	733,776
Usable Propellant (kg)	632,716	632,791
Residual Propellant (kg)	517	442
Burnout Mass (kg)	100,543	100,543
Action Time (s)	128.4	131.9

At 110% thrust, the burn duration of the core is 466 s. However, the curves in Figure 9 of [1] show a duration of 505 s. The longer burn can be explained by having a 65% thrust bucket during the booster phase. The simulation in 1C4J2.0 does not have the thrust bucket.

Core Stage: 4xRS–25 Engines	Boeing	1C4J2.0
Stage Diameter (m)	8.407	8.407
Nozzle Diameter (m)	–	2.304
Vacuum Isp (m/s)	4,436.5	4,436.5
Engine Thrust (N)	2,299,730	2,299,730
Engine Thrust Rating (%)	110	110
Thrust Bucket (%)	65	110
Total Mass (kg)	1,091,525	1,091,525
Usable Propellant (kg)	966,061	966,061
Reserve Propellant (kg)	8,210	8,210
Fuel Bias Propellant (kg)	1,678	1,678
Startup Propellant (kg)	7,439	7,439
Dry Mass (kg)	115,575	115,575

For the upper stage, the only difference is that we have included the shutdown propellant into the usable propellant, in order to simplify the simulation.

Upper Stage: 2xJ–2X Engines	Boeing	1C4J2.0
Stage Diameter (m)	8.407	8.407
Nozzle Diameter (m)	–	3.048
Vacuum Isp (m/s)	4,275.7	4,275.7
Engine Thrust (N)	1,281,088	1,281,088
Total Mass (kg)	237,501	237,501
Usable Propellant (kg)	206,022	206,430
Reserve Propellant (kg)	3,765	3,765
Startup Propellant (kg)	771	771
Shutdown Propellant (kg)	408	0
RCS Propellant (kg)	136	136
Dry Mass (kg)	26,399	26,399
Interstage Mass (kg)	7,394	7,394

Our simulations show that only 0.8 t of usable propellant remains in the upper stage compared to 31.5 t we calculate from [1]. This gives a total payload (including remaining usable propellant) that is 30.7 t or 24% less than [1]. The LAS/SAJ jettison time was obtained from [4]. Simulation results for 1C4J2.0 are shown in Figures 1–4.

	Boeing	1C4J2.0
Orbit (km)	166.7 ± 74.1	200 ± 0.3
Liftoff Thrust at 0.2 s (N)	35,537,732	38,707,369
Liftoff Mass (kg)	2,909,196	2,909,196
Liftoff Acceleration (m/s ²)	12.22	13.31
MaxQ (Pa)	39,700	20,857
Maximum Acceleration (m/s ²)	20.59	20.79
LAS/SAJ Jettison Time (s)	–	330
Launch Abort System (kg)	7,394	7,394
Orion Jettisoned Adaptors (kg)	920	920
Other Spacecraft (kg)	96,910	96,910
Remaining Propellant (kg)	31,535	812
Total Payload (kg)	128,445	97,722
Total Delta–V (m/s)	10,403	10,350

- [1] B. Donahue and J. Bridges, “The Space Launch System capabilities for enabling crewed Lunar and Mars exploration,” *63rd Int. Astronautical Congress*, Naples, Italy, IAC–12–D2.8, Oct. 2012.
- [2] Alliant Techsystems Inc., “ATK space propulsion products catalog,” Aug. 2012.
- [3] P. Phillips, “Ground systems development and operations,” NASA, July 2012.
- [4] S. Creech, J. Holladay and D. Jones, “SLS dual use upper stage (DUUS) opportunities,” NASA, Apr. 2013.

Figure 1: Altitude versus time for SLS Block 1C

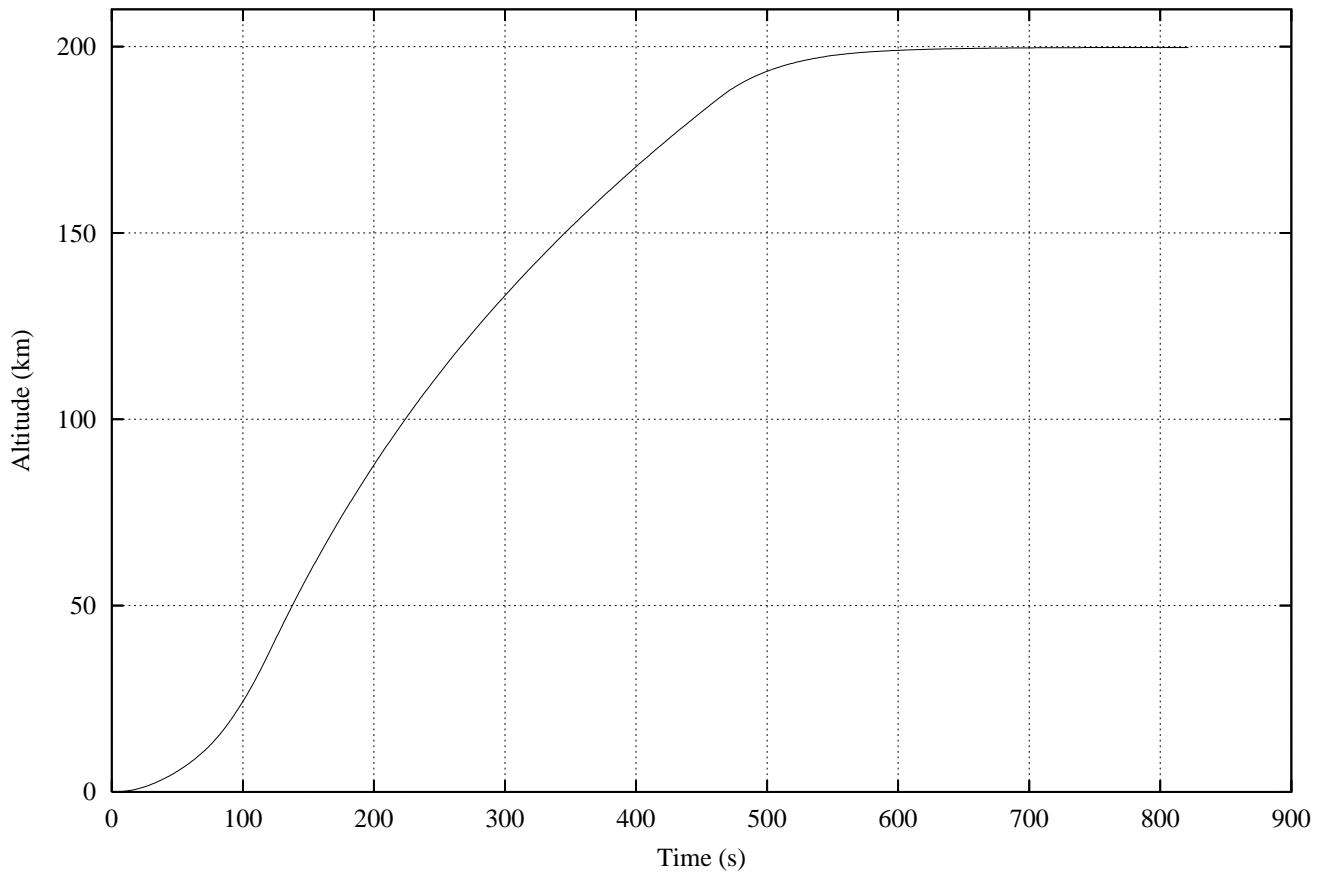


Figure 2: Speed versus time for SLS Block 1C

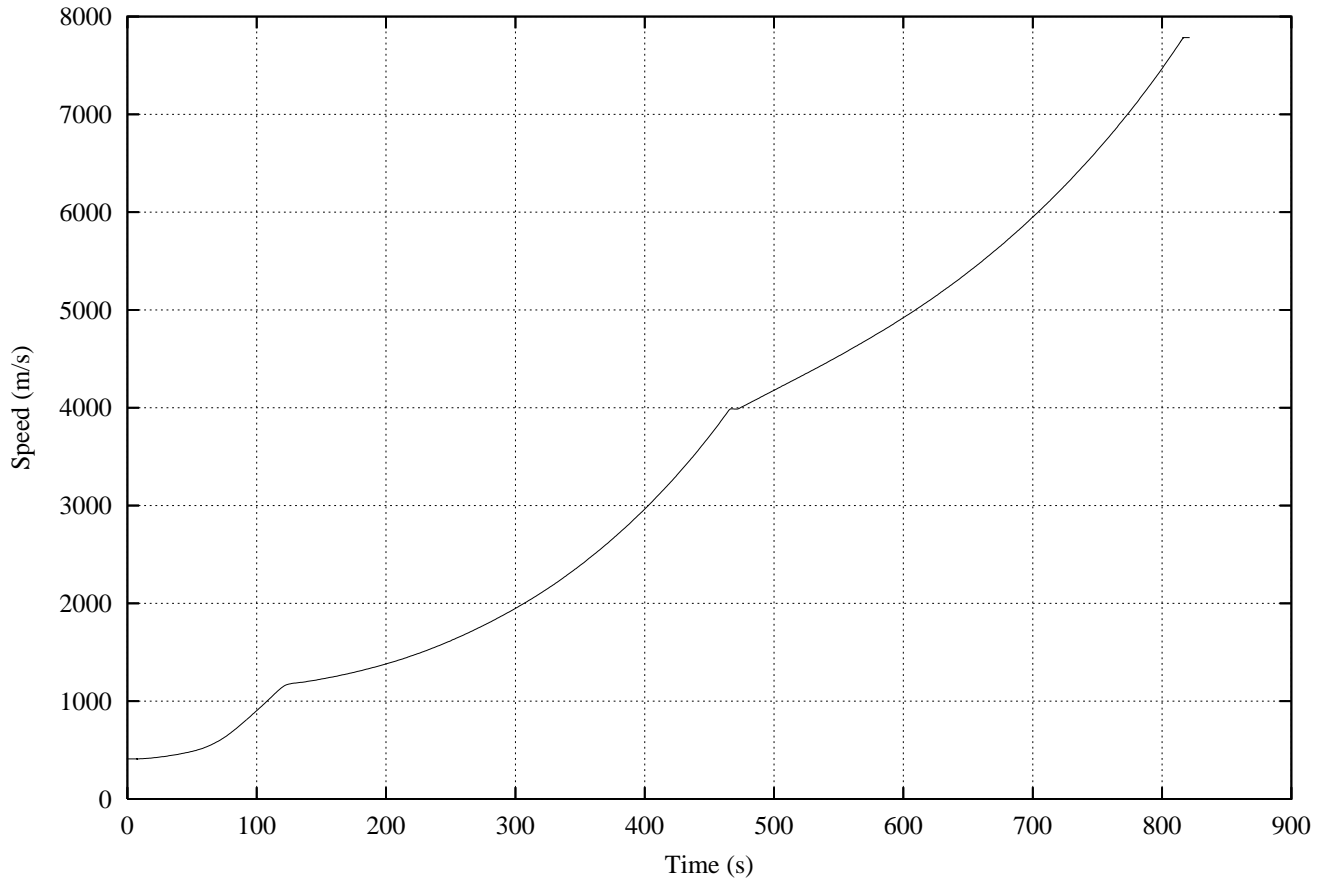


Figure 3: Acceleration versus time for SLS Block 1C

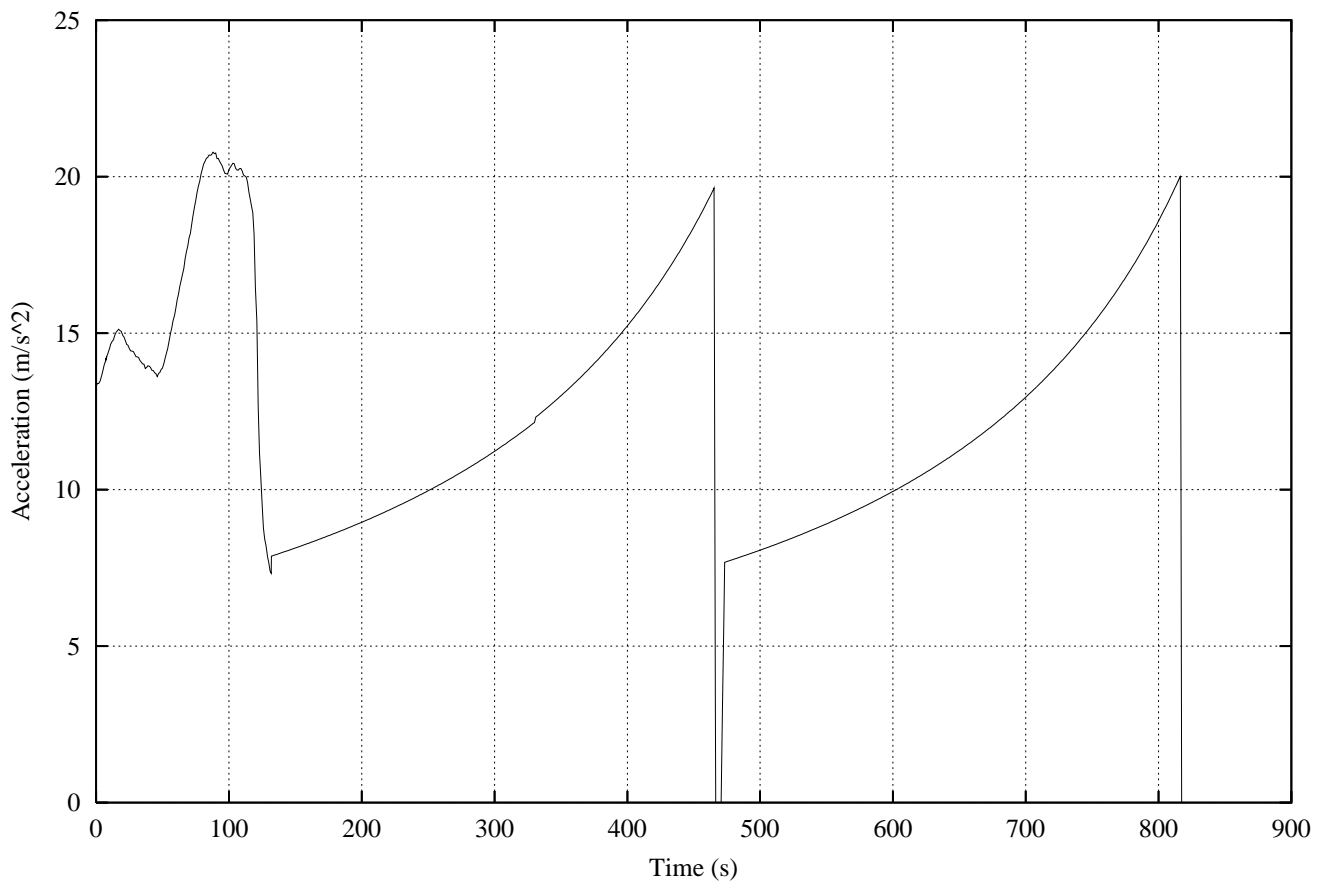


Figure 4: Dynamic pressure versus time for SLS Block 1C

