

SLS Block 1C with optimised Second Stage and five RS–25D engines. Payload to 200 km LEO = 123.7 t. 7 Dec. 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	1C4J2.2	1C5J2
Aft Skirt Diameter (m)	–	5.156	5.156
Nozzle Diameter (m)	–	3.875	3.875
Sea Level Thrust at 0.2 s (N)	14,014,567	15,599,386	15,599,386
Vacuum Isp (m/s)	2,622.3	2,622.3	2,622.3
Total Mass (kg)	733,776	733,776	733,776
Usable Propellant (kg)	632,716	632,791	632,791
Residual Propellant (kg)	517	442	442
Burnout Mass (kg)	100,543	100,543	100,543
Action Time (s)	128.4	131.9	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 1C4J2.2 eliminated the thrust bucket and reduced the thrust rating to 109%, as reported in [4]. 1C5J2 adds an additional RS–25D engine (mass obtained from [5]).

Core Stage: RS–25 Engines	Boeing	1C4J2.2	1C5J2
Stage Diameter (m)	8.407	8.407	8.407
Nozzle Diameter (m)	–	2.304	2.304
Vacuum Isp (m/s)	4,436.5	4,436.5	4,436.5
Engine Thrust (N)	2,299,730	2,278,824	2,278,824
Engine Thrust Rating (%)	110	109	109
Thrust Bucket (%)	65	109	109
Number of Engines	4	4	5
Total Mass (kg)	1,098,963	1,098,963	1,102,512
Usable Propellant (kg)	966,061	966,061	963,800
Reserve Propellant (kg)	8,210	8,210	8,191
Fuel Bias Propellant (kg)	1,678	1,678	2,098
Startup Propellant (kg)	7,439	7,439	9,299
Dry Mass (kg)	115,575	115,575	119,124

For 1C4J2.2 and 1C5J2, the size of the upper stage was optimised to maximise payload delivered into a 200 km orbit. The interstage mass was adjusted according to total maximum weight carried by the core. Ullage motors were added to ensure propellant settling, similar to that used by the Saturn V.

Upper Stage: 2xJ-2X Engines	Boeing	1C4J2.2	1C5J2
Stage Diameter (m)	8.407	8.407	8.407
Nozzle Diameter (m)	–	3.048	3.048
Vacuum Isp (m/s)	4,275.7	4,275.7	4,275.7
Engine Thrust (N)	1,281,088	1,281,088	1,281,088
Total Mass (kg)	237,501	147,516	204,711
Usable Propellant (kg)	206,022	125,292	176,718
Reserve Propellant (kg)	3,765	2,114	2,977
Startup Propellant (kg)	771	771	771
Shutdown Propellant (kg)	408	0	0
RCS Propellant (kg)	136	102	134
Dry Mass (kg)	26,399	19,005	23,738
Ullage Motors Propellant (kg)	–	115	192
Ullage Motors Dry Mass (kg)	–	117	181
Ullage Motors Action Time (s)	–	3.87	3.87
Ullage Motors Thrust (N)	–	65,032	108,332
Ullage Motors Offset Angle (°)	–	30	30
Interstage Mass (kg)	7,394	5,944	7,822

The addition of the RS-25D engine to the core allows a reduction of the delta-V from 9905 to 9508 m/s as well as an increase in the upper stage mass from 147.5 t to 204.7 t, a 39% increase. Payload mass is increased by 20.9 t or 20.4% from 102.8 t to 123.7 t. The LAS/SAJ jettison time was obtained from [6]. Simulation results for 1C5J2 are shown in Figures 1–4.

	Boeing	1C4J2.2	1C5J2
Orbit (km)	166.7 ± 74.1	200 ± 0.4	200 ± 0.2
Liftoff Thrust at 0.2 s (N)	35,537,732	38,623,742	40,479,985
Liftoff Mass (kg)	2,909,196	2,823,613	2,905,302
Liftoff Acceleration (m/s <sup>2</sup> )	12.22	13.69	13.94
MaxQ (Pa)	39,700	21,877	24,291
Maximum Acceleration (m/s <sup>2</sup> )	20.59	23.80	24.39
LAS/SAJ Jettison Time (s)	–	330	330
Launch Abort System (kg)	7,394	7,394	7,394
Orion Jettisoned Adaptors (kg)	920	920	920
Other Spacecraft (kg)	96,910	102,762	123,689
Remaining Propellant (kg)	31,535	0	0
Total Payload (kg)	128,445	102,762	123,689
Total Delta-V (m/s)	10,403	9,905	9,508

- [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-D2.8.7, 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] M. Davidson, “RS-25: The Clark Kent of engines for the Space Launch System,” 13 Sep. 2013.  
<http://www.nasa.gov/exploration/systems/sls/rs25-engine-powers-sls.html>
- [5] R. Ryan, “Lesson in system engineering – The SSME weight growth history,” NASA, Aug. 2008.
- [6] 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

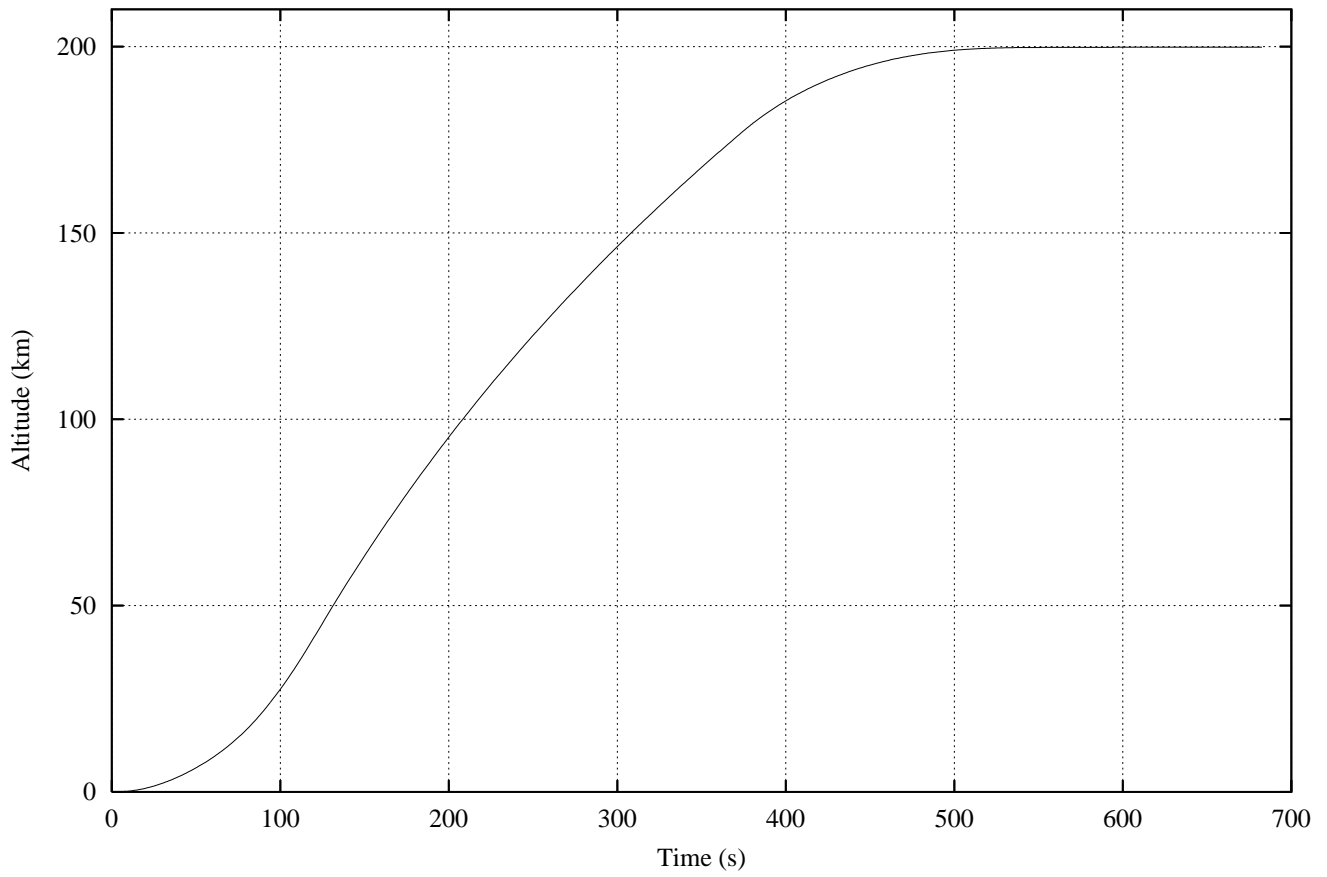


Figure 2: Speed versus time for SLS Block 1C

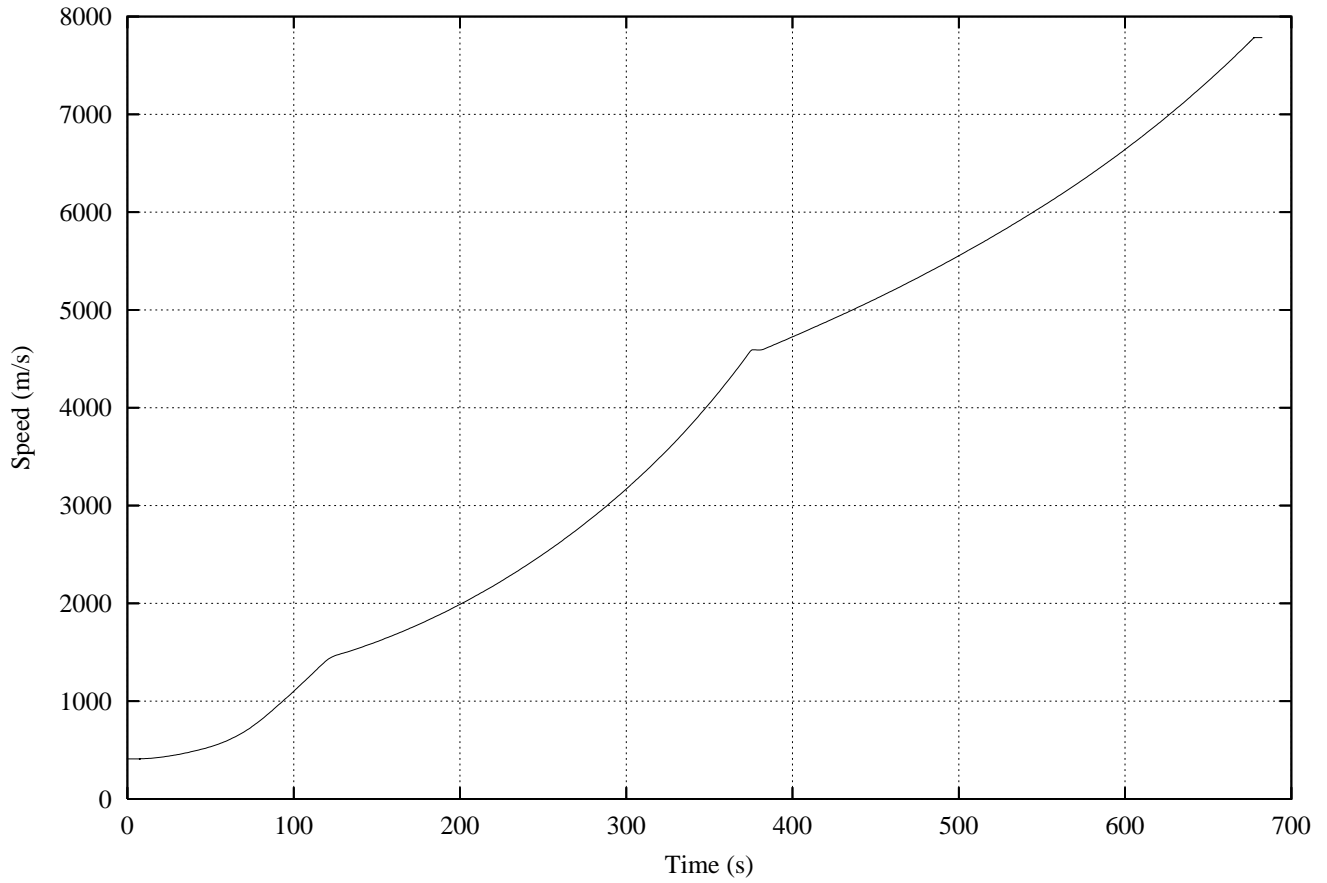


Figure 3: Acceleration versus time for SLS Block 1C

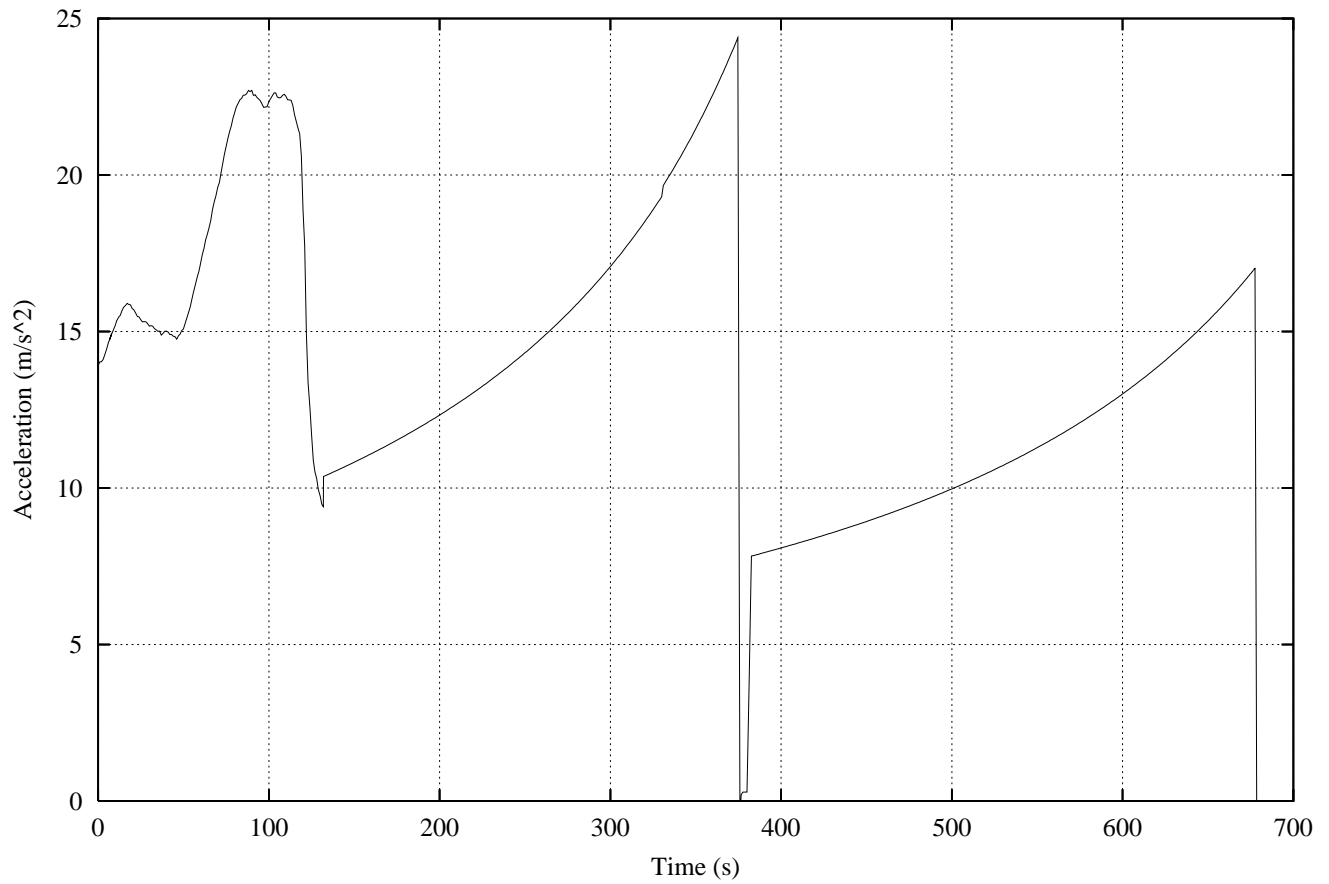


Figure 4: Dynamic pressure versus time for SLS Block 1C

