



The catalytic desulfurization of Wyoming fuel oil
by Oscar H Koski

A THESIS Submitted to the Graduate Faculty in partial fulfillment of the requirements for the degree of Master of Science in Chemical Engineering at Montana State College
Montana State University
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Abstract:

The purpose of this investigation was to determine the conditions and contact agents necessary to reduce the content of Husky Humber 3 fuel oil from 2.1% sulfur to 0.5% sulfur or less.

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Destructive hydrogenation is the only method investigated which will continuously produce a product less than 0.5 percent sulfur.

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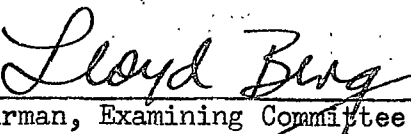
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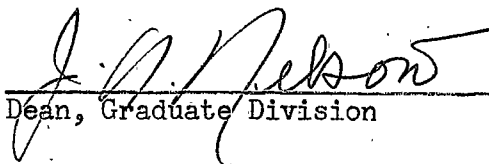
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ABSTRACT

The purpose of this investigation was to determine the conditions and contact agents necessary to reduce the content of Husky Number 3 fuel oil from 2.1% sulfur to 0.5% sulfur or less.

At atmospheric pressure, the desulfurization effected during a two-hour period by chrome-alumina, molybdena-alumina, cobalt molybdate, acid activated aluminas and acid activated bauxite were determined on 500 gram samples in a fixed bed reactor at temperatures from 418°C to 422°C space velocities of 1. and hydrogen rates of 1.74 ft³ S.T.P. per hr. Of these catalysts, the acid activated bauxites gave the maximum desulfurization to 1.01% sulfur in the effluent. Consequent investigation revealed that this was about the maximum obtainable with bauxite or HF activated bauxite.

In a pressure reactor, using 1000 grams of catalyst, desulfurization through destructive hydrogenation was effected with both cobalt molybdate and molybdena-alumina. Desulfurization to less than 0.5 per cent sulfur in the effluent is possible with both catalysts.

Desulfurization increases with greater pressures through 500 psig and with larger hydrogen to oil ratios through 0.76 liters H₂ S.T.P. per gram of oil. Regeneration by air oxidation decreases the activity of both catalysts.

Destructive hydrogenation is the only method investigated which will continuously produce a product less than 0.5 percent sulfur.

INTRODUCTION

Because of its deleterious effects when present in engine fuels, the removal of sulfur from petroleum distillates has received considerable attention for several decades. Primary interest has centered on the desulfurization of gasoline because of the great demand for its use as a motor fuel. However, common methods for the desulfurization of gasoline are not applicable to the heavier distillates, mainly because of the difference in the types of sulfur compounds present. In general the sulfur present in heavier distillates is more predominantly thiophenic and hence not receptive to bauxite treatment. Also, the conversion of mercaptans to disulfides is not of any interest in the production of heavier distillates since the primary problem is the reduction of sulfur to specified limits.

Because of increased utilization of the distillates heavier than gasoline, such as diesel and jet engine fuels, additional incentive is placed on the development of processes capable of producing commercially a low sulfur product. The supply of low sulfur fuel oils are of particular importance to our national defense, since at the high temperatures of jet engine operation the oxidation compounds of sulfur will combine with the engine metal producing weakness where structural strength is of prime importance.

The purpose of this investigation was to discover the contact agents and processes necessary to produce a fuel oil with a sulfur content less than 0.5% per cent.

A literature survey was conducted for the purpose of indicating successful avenues of approach to this desulfurization problem. The results

of this survey show that a preponderance of work has been directed toward the desulfurization of gasolines and naphthas. Some of the contact agents used for the desulfurization are as follows: bauxite, lead alumina, boron phosphate on alumina, charcoal impregnated with alkali, aspheron clays, and a cobalt molybdate catalyst. Among the agents used for sulfur removal from heavier distillates are nickel on alumina, copper and nickel on alumina and cobalt molybdate.

It is expected that a commercially successful contact desulfurization agent will satisfy the following criteria:

1. Practical desulfurization below temperatures of incipient carbon to carbon cracking.
2. Long catalyst life.
3. Practical regeneration.
4. Reasonable cost and availability.

For analysis of the first criterion it should be pointed out that the bond energy for a carbon to carbon bond ($58.6 \frac{\text{K cal}}{\text{mol}}$) is only slightly higher than that for a carbon to sulfur bond ($54.5 \frac{\text{K cal}}{\text{mol}}$); thus it would seem evident that any thermal cracking of the carbon to sulfur bond would be accompanied by considerable carbon to carbon cracking. This fact is substantiated by data (6) on the thermal cracking of sulfur stocks where seventy-five percent of the sulfur remained in the residue. A desulfurization agent must be selective in its action in order to effect desulfurization without degradation of the hydrocarbon molecules other than the sulfur containing molecule.

There are two types of contact agents which are of interest in effecting this selective desulfurization. One is the type of contact agent which

operates through the medium of chemical reaction, e.g.: NiO(2). This type of contact agent has the inherent disadvantage of diminishing activity with desulfurization accomplished, and thus frequent regeneration is required. Another class of contact agents effects desulfurization through a process of destructive hydrogenation. Cawley and Hall (3) destructively hydrogenated thiophene and phenyl mercaptan with a molybdenum disulfide catalyst at twenty atmospheres of pressure to produce hydrogen sulfide and a hydrocarbon. Byrns et al (2) reported the desulfurization of gasoline high in sulfur with a cobalt-molybdena-alumina catalyst. The choice of contact agents to be used in the destructive hydrogenation of high sulfur stocks must of necessity

- (1) have active sulfides as hydrogenation agents (molybdenum, tungsten etc.)
- (2) or form unstable sulfides which yield active hydrogenation agents at the temperatures below incipient cracking.
- (3) or hydrogenation agents which do not form sulfides on contact with sulfur bearing oil.

The inherent disadvantages of this process are the operational costs associated with production and recycling of large volumes of hydrogen in comparison with the volume of oil treated. Since the economy of any process for desulfurization is of prime importance, it is imperative that this investigation should begin with the cheaper contact agents at the less expensive conditions of operation.

An initial study was made on the degree of desulfurization possible with bauxite, acid gases with bauxite, acid gases with alumina, and metallic compounds on alumina, all at atmospheric pressure.

Additional work under super-atmospheric conditions was done on bauxite, molybdena-alumina, and cobalt molybdate. The effects of pressure, hydrogen to oil ratio, space velocity, temperature and cycle time were briefly investigated where the results indicated fruitful study.

EQUIPMENT, METHODS, AND MATERIALS

EQUIPMENT

Three reactors were used in this investigation. Two were designed for use at atmospheric pressure and one for use at super atmospheric pressures up to nine hundred pounds per square inch.

Schematic diagrams of the reactors and their auxiliary equipment are shown in Figures 1, 2 and 3. In general design these units were identical. They were constructed from steel piping, heated electrically and insulated with layers of asbestos tape and magnesia mud. Thermowells were placed at three-inch intervals along the catalyst bed. The preheat section consisted of either iron balls or berl saddles, the former being more suitable for good temperature control, but having the disadvantage of producing poor color stability in the product. The super atmospheric reactor, as shown in Figure 1, was constructed with a particular effort for safety of operation. Crecelius (4) gives an excellent detailed description of the construction of this reactor. Auxiliary equipment consisted of a calibrated manometer, Wet test meters, water cooled copper tube condensers, hydrogen tanks with pressure regulators, receiver flasks and alkali scrubbers. Iron-constantan thermocouples were used in conjunction with a Leeds and Northrup indicating potentiometer for temperature measurement.

METHODS

Control and measurement of process variables were conducted as summarized in the following paragraphs:

1. Temperature: Temperature was controlled by adjusting the input to the Nichrome heating elements with auto-transformers. Temperatures were measured with Iron-constantan thermocouples used in conjunction with a Leeds and Northrup indicating potentiometer. Temperatures were read at five minute intervals and the arithmetic average for every sample period recorded.

2. Hydrogen rate: The hydrogen rate in the atmospheric pressure runs was controlled by adjusting the regulator needle valve and measured with a calibrated manometer. In the super atmospheric runs, hydrogen rate was measured with a wet test meter. Control of the hydrogen rate was exercised by adjusting the regulator outlet pressure in conjunction with a needle valve attached to the regulator and the reactor exit valve. At the beginning of each run, the reactor was pressureized and the regulator needle valve and reactor exit valve adjusted so as to give the desired rate of flow while maintaining the reactor at operating pressure. A running record was made of the volume of exit gases (H_2S free) and the hydrogen rate over each sample period was determined from these data. Although a small amount of uncondensed hydrocarbon gases may be in the hydrogen and a portion of the hydrogen consumed in the hydrogenation, it was calculated that these compensating errors would not introduce a total error of more than 10 percent in the hydrogen rate. Because the hydrogen rate decreased after the run commenced due to the increase in resistance of the catalyst bed and the decreasing of pressure in the hydrogen tank, it was impossible to fix accurately the hydrogen rate at the beginning of the run.

3. Space velocity: Space velocity was altered by pump adjustments and determined at the end of each run from calculations involving the weight of oil charged, the catalyst charge, and the on-stream time.

4. Pressure: The reactor pressure during super-atmospheric runs was controlled by manual adjustment of the reactor exit valve in coordination with visual observation of the reactor pressure gage.

The determination of the sulfur content of the product and stock oil and the carbon laydown on the catalyst was determined in the following ways:

(1) Sulfur content: Sulfur content of the influent and effluent oil was determined by the lamp sulfur method, (1). In brief, this method involves the combustion of a weighed sample of oil and the absorption of the sulfur dioxide produced in a known amount of base. The excess base is determined by titration with a suitable acid and indicator.

(2) Carbon laydown: Carbon laydown during atmospheric pressure was determined by catalyst weight gain. This method is inherently in error due to the loss of moisture by the catalyst and the gain in weight due to adsorption of oil. Though these factors are compensating in effect, the latter is generally larger. Carbon laydown during super atmospheric runs was determined by burning the carbon off the catalyst below 600°C. The exhaust gases were metered and analyzed with an orsat for CO, O₂, and CO₂ content. Carbon laydown was calculated from the meter readings and carbon content of the burn-off gases as shown in the sample calculations. This method tends to yield higher results than actual due to the presence of adsorbed H₂S and oil on the catalyst and the oxidation of the metallic

sulfides to metallic oxides and sulfur dioxide. This error can be limited by careful blow down of the catalyst with hydrogen at the end of each run. It might be noted here that steam-stripping of the bauxite catalyst without burnoff reduced its activity presumably due to adsorbed water vapor. This phenomenon would perhaps not exhibit itself if burn-off was conducted after stripping, since it would tend to remove the adsorbed water.

MATERIALS

This study was made exclusively on a commercial grade of fuel oil available from the Husky Oil Co. of Cody, Wyoming. This particular distillate is known as Husky #3 fuel oil and has the following properties:

1. Boiling point range (460-660°F)
2. Mean-Molecular weight (Calc. of 200)
3. Specific gravity 0.8734
4. Sulfur content 2.10%
5. A.S.T.M. Distillation Table I

A list of catalysts used in this study, together with identification codes and the manufacturing concern, is given in Table II. This list includes a nickel bauxite (Porocel) with nickel nitrate and decomposing the nitrate at 440°C in a stream of air. The nickel was then reduced with hydrogen.

SAMPLE CALCULATIONS

The calculations involved in the determination of space velocity, hydrogen to oil ratio, and carbon laydown are best demonstrated by those computed from typical runs. The following is the data recorded on one such run.

V - 1 O.K., B.M., K.G., p. 87

July 26, 1951

Run 70

Cat. 1000 grms. Harshaws Cobalt-Moly.
(Same as Run 69 No Regen.)

Bar 641.0 ^{mm}Hg.

Reactor Press. 300 #/in²

S. V. to be calc.

Time Min.	Samp. No.	Samp. Wt.	% S	Avg. Temp. °C	Liters Exit H ₂	Temp. Exit H ₂
0-30	1	404	0.311	400	222	24°C
30-60	2	428	0.348	399	393	24°C
60-90	3	461	0.343	408	605	24°C
90-120	4	423	0.355	403	798	24°C
120-150	5	433	0.333	404	980	24°C
150-180	6	<u>513</u>	0.346	400	1131	24°C

Total effluent 2662

Oil charged 2802 grams

Oil out 2662 grams

Total losses = 140 grams

A. Calculation % Loss on Charge

$$\frac{140 \times 100}{2802} = 5.0\%$$

B. Calculation of Space velocity

$$\frac{2802 \text{ grms. oil charged}}{3 \text{ Hrs. (1000 grams cat.)}} = 0.934 \frac{\text{grms. oil}}{\text{gram. cat. hr.}}$$

C. Calculation of average sulfur in effluent

Wt. sample	% S	Wt. Sulfur in Effluent
404	x 0.311	1.255
428	x 0.348	1.489
461	x 0.343	1.581
423	x 0.355	1.503
433	x 0.333	1.443
513	x 0.346	<u>1.775</u>

9.046 grams

$$\text{Avg. Sulfur in eff.} = \frac{9.046 \text{ grams S.}}{2662 \text{ grams eff.}} = 0.340$$

D. Calculation of Hydrogen to oil ratio (avg.)

$$\text{V.P. H}_2\text{O at } 24^\circ\text{C} = 22.4 \text{ m.m. Hg.}$$

$$\text{P.P. dry H}_2 = 641.0 - 22.4 = 618.6 \text{ m.m. Hg.}$$

$$\frac{618.6}{760} \times \frac{(273)}{273 + 24} \times \frac{1131.1}{2802 \text{ grms. oil}} = 0.302 \frac{\text{Liters H}_2 \text{ S.T.P.}}{\text{gram. oil}}$$

E. Calculation of Burn-off

Since regeneration of the catalyst on the run from which the preceding data were taken is not warranted, the following data were substituted from another run.

Data: (Plotted Fig. 1A)

Time Minutes	5	15	30	60	90	120
Liters Effluent	12.5	37.5	75	150	225	300
by Analysis						
CO ₂	10.0	14.7	15.1	13.2	6.0	1.5
CO	3.4	2.3	2.4	2.5	1.0	0
O ₂	0.2	0.5	0.5	1.1	10.0	15.2
Total CO + CO ₂	13.4	17.0	17.6	15.7	7.0	1.5

(Total Vol. Effluent in Liters (CO₂ + CO) by graphical integration of Fig. 1A) = 36.1 liters

Temperature = 24°C V.P.H₂O = 22.4 Press. = 639

$$\text{Wt. Carbon Burned off} = \frac{(639-22.4)^*}{760} \times \frac{273}{273 + 24} \times 36.1 = 14.4 \text{ grms. Cbn}$$

* Correction for V.P. of H₂O necessary since gases are metered with wet test meter.

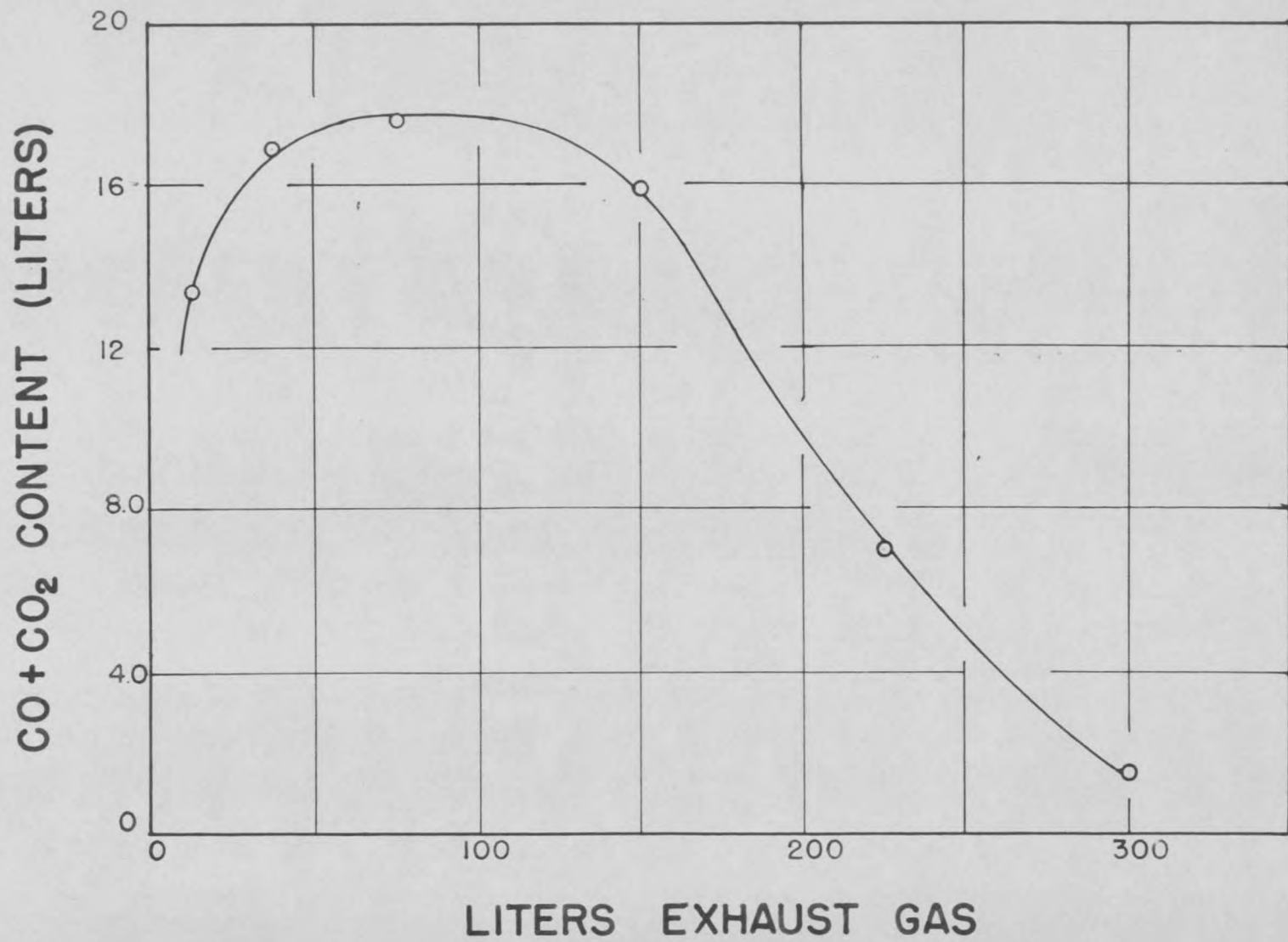


Fig. 1A Plot of Burn-off Data

RESULTS AND DISCUSSION

Desulfurization characteristics of various catalysts at atmospheric pressure.

Table III and Figures 4, 5, and 6 present the desulfurization characteristics of acid activated bauxite, acid activated alumina, chrome-alumina, molybdena-alumina, Harshaws cobalt molybdate and Union Oil Co. cobalt molybdate. These tests were conducted at atmospheric pressure, a space velocity of 1.083 grams of oil per gram of catalyst per hour, average run temperatures from 407 to 422°C, a hydrogen rate of 1.74 ft³ S.T.P. per hour, and an on stream time of two hours on five hundred gram samples of the catalysts as identified in Table II. A schematic diagram of the apparatus is found in Figure 3. The charged oil, which is standard throughout this study, contains 2.10% sulfur. It may be noted that the metal oxide-alumina catalysts (Fig. 6) exhibit a characteristic decline in activity with on-stream time. As with the work of Haas (5), this is apparently due to the formation of metallic sulfides. The best desulfurization was obtained with molybdena-alumina which gave an average effluent of 1.08 per cent sulfur.

The acid activated alumina catalyst exhibits low initial activity with the HCL activated alumina yielding the best results. (Fig. 5). The acid activated bauxite catalysts (Fig. 4) yield about the same overall result with the HF activated bauxite exhibiting the highest initial activity and the HCL activated bauxite the highest final activity. BF₃ activated bauxite gave a product of good color stability while the others did not. The maximum overall desulfurization for this group was obtained with acid activated bauxite, with the effluent oil containing an average of 1.01 per cent sulfur for the two-hour period.

The relationship of pressure, hydrogen rate, temperature and space velocity to desulfurization with bauxite.

The data relative to the effect of hydrogen rate on the desulfurization of this oil at atmospheric pressure may be found in Table IV. For a plot of the results of these six runs, refer to Fig. 7. This plot shows no discernable effect of hydrogen rate from rates of zero to 1.74 ft³ S.T.P. per hour.

The relationships existing between temperature and desulfurization with bauxite catalyst at space velocities of 4.1 and 1 gram of oil per gram of catalyst per hour are presented in Table V and Fig. 8. This plot indicates that the same desulfurization can be obtained at both space velocities in the vicinity of 440°C. Since temperature and contact time may be considered as a composite variable, it is odd that at the same temperature two values of contact time should yield the same result unless the reaction went to completion. Thus, it is indicated that about half the sulfur present in the oil is receptive to bauxite treatment. The maximum desulfurization obtained was such as to yield a product slightly over one per cent sulfur.

The effect of space velocity on desulfurization with a HF activated bauxite and with bauxite alone is given in Tables VI and VII. Fig. 9 graphically presents this relationship. It may be noted, by inspection of this plot, that convergence of both space velocity curves to yield a product of slightly less than one per cent sulfur at zero space velocity is indicated. The space velocities range from 8.2 to 0.25 grams of oil per gram of catalyst per hour. In theory, the discussion of the preceding applies here also.

Maximum desulfurization should be obtained at the longest contact times or lowest space velocities. This is substantiated by the results.

The effect of pressure on desulfurization can be determined from the results of two runs on fresh bauxite catalyst at atmospheric and 500 psig as recorded in Table VIII. The effect of pressure is shown to be only slightly negative. The implication drawn from this fact is that the portion of the desulfurization taking place under bauxite treatment is primarily of an irreversible nature. The parent hydrocarbon molecule containing sulfur yields a condensible product in the boiling point range of 196°F to 660°F and hydrogen sulfide and other gaseous products not liquefied in a water cooled condenser.

It might be added that recycle of the oil reduced the sulfur content to a minimum of slightly less than one per cent. This substantiates the data on space velocity versus desulfurization (Fig. 9) where the effect of infinite contact time or zero space velocity showed a minimum of slightly less than one percent sulfur in the effluent. Recycle oil with a sulfur content of 1.1 per cent was treated with a nickel impregnated bauxite (8% Nickel) with the result of only 0.022 grams of sulfur removed per gram of nickel. Regeneration of this catalyst by successive air oxidation and reduction with hydrogen failed. Desulfurization was then equal to that obtained by recycling over bauxite.

A correlation between desulfurization and per cent total loss on oil charged was compiled from the results of 17 runs on bauxite, acid activated bauxites, and alumina catalysts. (Table IX, Fig. 10). The runs were conducted at atmospheric pressure over a range of space velocities of 0.5 to 8.2 grams of oil per gram of catalyst per hour, and temperature ranging

from 350° to 450°C. It can be deduced that desulfurization to a product of slightly over one percent sulfur will involve a total loss of slightly over 5 per cent for bauxite and from 6 to 9 per cent for acid activated bauxites. These losses include carbon laydown and uncondensed gases. Bauxite in several two-hour runs shows no catalyst weight gain which was a measure of carbon laydown.

Desulfurization through destructive hydrogenation with molybdena-alumina and cobalt molybdate catalysts.

The mechanism of the elimination of the sulfur compounds not receptive to bauxite treatment may be proved to be one of hydrogenation. Through the exclusion of hydrogen or the hydrogenation catalyst desulfurization is markedly decreased. (See Table VIII)

The relationship existing between desulfurization and temperature was obtained from the data of three runs on molybdena alumina catalyst and plotted in Fig. 11 from the information in Table X. These were subject to limitations in practical use as a reference because of the numerous factors affecting results. These factors will be discussed later. This curve was found useful, however, in the decision to investigate the effects of other process variables in the neighborhood of 400°C, since a large increase in desulfurization is not indicated with increasing temperatures. From general considerations, a minima should be obtained in the plot of desulfurization vs. temperature on an overall average of long period runs, since the carbon laydown and consequent deactivation of the catalyst would, at some point, be greater than the increased desulfurization obtained by raising the temperature. Since temperature and hydrogen to oil ratio both affect carbon

laydown as shown in Table 11, higher temperatures may be used in conjunction with higher hydrogen to oil ratios without prohibitive carbon laydown.

An indication of the effect of pressure on the desulfurization effected with a molybdena-alumina catalyst is shown in Table XII and in Figure 12. The data was selected from runs after five and six regenerations to limit the effect of regeneration. Inspection of Fig. 13 (Runs 80, 81, and 82, Table XIII) substantiate the results of Fig. 12, since a greater increase in desulfurization is realized than can be expected from the difference in hydrogen to oil ratio. Also, the deduction that the mechanism is one of hydrogenation is in part substantiated by the fact that increased pressures give increased desulfurization. However, from general considerations, the effect of pressure increase should also tend to reverse the elimination of hydrogen sulfide unless the reaction is of an irreversible nature. The effect of higher hydrogen to oil ratios should tend to minimize this negative effect of pressure.

The effect of hydrogen to oil ratios upon desulfurization with a molybdena-alumina and a cobalt molybdate catalyst is indicated in Fig. 13, which was plotted from the data obtained from 14 runs at temperatures in the vicinity of 400°C and space velocities from 0.764 to 1.011 grams of oil per gram of catalyst per hour, as presented in Table XIII. Lines are drawn through those points which are best suited for comparison with respect to the number of regenerations on the catalyst preceding the run, and the history of the catalyst. "Wild" results were obtained from runs 80, 81, 82 (Table XIII) using high hydrogen to oil ratios. This is apparently caused by the difference in the history of the catalyst. In elucidation of this

remark, it must be pointed out that the catalyst which produced these results (Runs 80, 81, and 82, Table XIII) was never exposed to low hydrogen to oil ratios or temperatures in excess of 410°C . It may be theorized that in the runs at low hydrogen to oil ratios (Run #51 etc.) the formation of a more active molybdenum sulphide took place. Since both hydrogen to oil ratios and temperatures were different for the two tests on fresh molybdena-alumina catalyst at 300 psig (Runs 57 and 86) Table XIII, the precise reason for the variance in activity is not known. From the data on runs 60, 70, and 71 Table XIII, it should be noted that the cobalt molybdate catalyst exhibited a period of increased activity during the second three hour run. This also may be attributed to the formation of a highly active molybdenum sulfide. If this is true, it would lend credence to the assumption that an active molybdenum sulphide is formed at about 400°C and at low hydrogen to oil ratios.

In theory, the hydrogenation should be determined by hydrogen pressure alone. One may then wonder at the increased desulfurization effected with higher hydrogen to oil ratios. This fact is best explained by the deduction that the hydrogenation and elimination of hydrogen sulfide from the parent hydro-carbon molecule is reversible reaction and thus, the higher hydrogen to oil ratios tend to shift the equilibrium toward the production of the hydrocarbon and hydrogen sulfide by removing and diluting the hydrogen sulfide. Since bauxite will remove that portion of the sulfur, it might be found feasible to bauxite treat the oil previous to hydrogenation to reduce the sulfur compound concentration and, consequently reduce the hydrogen to oil ratios necessary for a given desulfurization. Also, the efficiency of the hydrogenation might be improved by concentrating the sulfur bearing

portion of the oil through solvent extraction followed by bauxite treatment and hydrogenation.

The effect of regeneration by air oxidation can be deduced from a study of Fig. 13. Cobalt molybdate, after one regeneration, though vastly more active in a fresh condition, approaches the activity of molybdena-alumina. The effect of regeneration on molybdena-alumina can be ascertained by following the code given on Fig. 13. In general, regeneration decreases the activity of the catalyst.

The total loss on oil charged for both molybdena-alumina and cobalt molybdate is in the range of from 4.5 to 8 per cent. However, in review, the losses with bauxite alone, are also in this range.

The laboratory data from which the previous figures and tables were compiled is presented in Table XIV.

SUMMARY

One may justly criticize some of the deductions and discussion presented in the results as not being supported by a sufficient bulk of data. These were included, however, with the hope that they may be of assistance to those who continue the work upon this desulfurization problem.

Of the tests at atmospheric pressure on acid activated alumina, chrome-alumina, molybdena-alumina, cobalt molybdate and acid treated bauxites, the acid treated bauxites gave the lowest overall desulfurization for the two-hour period and were unique in the fact that activity was fairly uniform throughout the test.

Desulfurization with bauxite or HF activated bauxite reaches a maximum where the effluent oil contains approximately one percent sulfur. Attendant losses are 5.2 percent with bauxite and 6 to 9 percent for HF and bauxite. Continuous desulfurization through destructive hydrogenation to a product lower than 0.5 percent sulfur for periods in excess of nine hours at space velocities of one is possible with both cobalt molybdate and molybdena-alumina. The respective hydrogen to oil ratios and pressures are (8.3 liters H₂ S.T.P. per gram of oil and 300 psig for cobalt molybdate) and (0.63 liters H₂ S.T.P. per gram of oil and 500 psig for molybdena-alumina). The effect of the following factors on the sulfur content of the effluent product for a molybdena-alumina catalyst is summarized as follows:

pressures --- decreasing through 500 psig

temperatures --- decreasing through 430°C.

Hydrogen to oil ration --- decreasing through 0.76 $\frac{\text{liters H}_2\text{S.T.P.}}{\text{gram of oil}}$

regeneration by an oxidation -- increases
sulfiding of catalyst -- decreases

The total losses on oil charged are all in the range of from 4.5 to 8 per cent.

In conclusion, destructive hydrogenation is the only process investigated which will continuously produce an oil with a sulfur content less than 0.5 percent.

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TABLE I

A.S.T.M. Distillation Data

<u>Percent</u>	<u>Feed Oil</u>	<u>Bauxite Treated</u>	<u>HF + Bauxite Treatment</u>	<u>Molybdena Alumina</u>	<u>Cobalt Molybdate</u>
First drop	460°F	196°F	180°F	196°F	216°F
5%	500	348	340	365	406
10	518	450	442	438	460
20	534	500	496	492	506
30	546	526	522	513	518
40	556	540	538	538	540
50	566	552	550	548	551
60	576	564	562	562	564
70	586	576	574	576	579
80	600	590	588	592	591
90	621	614	610	616	616
Final Temp.	660	662	660	658	661
% Recovery	98	98	98	97	98.5
% Sulfur	2.04	1.055	1.025	0.465	0.399

