



Questions & Answers

from the January 16, 2018

Draught Line Cleaning Best Practices Webinar

Presenter: Neil Witte, Craft Quality Solutions

1. Do you recommend leaving the canister empty after use?

It's good practice to keep it open and let it dry on a regular basis. What you definitely don't want to do is leave a canister overnight with caustic solution inside and use it the next day. The CO₂ in the headspace of the canister will neutralize the caustic, rendering it useless.

2. Is there a best practice or some helpful tips for retailer engagement beyond dollars and cents?

While money always talks with retailers, many retailers do care very much about serving high-quality beer. Sometimes operators get busy and don't realize there is a problem. Bringing it to their attention in a diplomatic way can often lead to them making a change. The key is engaging them in as positive a way as possible. Negative or accusatory conversations rarely produce positive results.

3. Is a chlorinated cleaner acceptable for cleaning beer lines? Our contracted cleaner uses a chlorinated cleaner from a European company.

Chlorine, while very effective, is not compatible with many parts used in draught systems. Chlorine can cause stainless steel to pit and corrode and can also cause some tubing to degrade more quickly than normal. It should be avoided for use in cleaning draught lines.

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5. Is there a special cleaner or process for cleaning couplers?

Some draught techs will clean the couplers in the same caustic solution used for cleaning the draught lines. This is a very harsh chemical though. A good substitute is a mild oil-free soap designed for cleaning beer glassware. It can clean couplers and faucets alike while being gentle on your hands.

6. Can you talk about faucet maintenance and troubleshooting concerning cleaning?

For one, faucets should be made of stainless steel, not brass. The chrome coating on brass faucets will wear off over time and the exposed brass can impart a metallic flavor in the beer. Other than that, make sure all the washers are in good repair and free of rips or tears. The rear washer and the friction washer on the lever assembly will likely need to be replaced on a semi-regular basis, as they see a lot of use.