


















MK100 Hydraulic Block Failure Symptoms

Failure Symptom	Possible Causes	Is a bench test available for this failure?	Is the part repairable?	Repair Type
The brake pedal goes to the floor.	In the past, this failure was associated with a defective master cylinder. In the MK100 family of ABS units, this is caused by a Normally Closed valve stuck in an open position, inside the hydraulic block.			REPAIR “C” 
Soft, spongy brake pedal.	In the past, this failure was associated with a defective master cylinder. In the MK100 family of ABS units, this is caused by a Normally Closed valve stuck in a partially- open position, inside the hydraulic block.			REPAIR “C” 
Brakes cannot be bled. Brake fluid doesn't flow out of one of the calipers.	This is caused by a faulty Normally Open valve stuck closed inside the hydraulic block.			REPAIR “C” 
Brakes are stuck in the applied position. The vehicle cannot be moved.	This is caused by a pair of faulty valves inside the hydraulic block.			REPAIR “C” 
Overheating, partially applied brakes.	This is caused by a pair of faulty valves inside the hydraulic block.			REPAIR “C” 
Brake pressure sensor failure codes.	The brake pressure sensor is an integral part of the hydraulic block. It is not replaceable or repairable. Please contact us for any available options.			Not repairable. Please contact us.

Note\* To prevent damage during shipping; Always ship the hydraulic block with the ABS module attached.