

BRAKE FLUID

BRAKE FLUID BOILING POINTS MINIMUM FEDERAL SAFETY STANDARDS				
	°F		°C	
	DRY	WET	DRY	WET
DOT3	401	284	205	140
FORD DOT3	550	EXCEEDS REQUIREMENTS	228	EXCEEDS REQUIREMENTS
NOTE: A NEWLY OPENED CAN EXCEEDS ALL MINIMUM REQUIREMENTS				

BSR048-A

Brake Fluid Boiling Points

DOT 3 brake fluid is clear when originally installed in a vehicle. The color of brake fluid in a brake system over a period of time may vary for a number of reasons. Sometimes the fluid in a brake master cylinder may show significantly different shades of color between the two halves of the reservoir. Fluid color may appear to vary between cast steel and die cast aluminum reservoirs. Some of the reasons for the apparent difference in color in a system are listed below:

- Fluid discoloration can occur due to heat and/or aging.
- Difference in color between the two halves of the master cylinder can occur due to the different operating temperatures or different rates of normal oxidation between the different hydraulic circuits.
- Fluid color may vary when different brands of brake fluid are used in topping off the master cylinder during normal service.
- Fluid discoloration can occur through dissolution of color dye used in the manufacture of the springs used in the master cylinder.

NOTE: Brake fluid contaminated with a hydrocarbon/mineral based fluid (transmission fluid, power steering fluid) can be detected by an obvious swelling of the master cylinder cap gasket. If a swollen cap gasket is present, all rubber components in the brake system must be replaced (these components are listed later in this lesson).



CAUTION: Contamination of the brake hydraulic system requires the replacement of all rubber components of the system. These include:

- Fluid control valve(s)
- Rubber brake hoses
- Pressure control valves
- Reservoir Grommets
- Brake caliper seals
- Brake wheel cylinder seals
- Master cylinder primary and secondary piston assemblies
- Cap assemblies