WHAT IS CLAIMED IS:

1. A brake apparatus for a vehicle, comprising:

a pedal part capable of being pressurized;

a master cylinder part in which pressure of oil is amplified by the pedal part;

a storage part that is connected to the master cylinder part and in which oil is temporarily stored;

a main braking part connected to the master cylinder part and supplied with the oil therefrom, connected to some of a plurality of wheel cylinder parts, and configured to supply the oil for braking to the some of the plurality of wheel cylinder parts; and

an auxiliary braking part configured to connect the main braking part and remaining wheel cylinder parts of the plurality of wheel cylinder parts, the auxiliary braking part connected to the storage part, and configured to amplify the pressure of oil by self-driving when an error occurs in the main braking part;

wherein the auxiliary braking part comprises:

an auxiliary block part connected to the main braking part and the remaining wheel cylinder parts,

an auxiliary electric part mounted on the auxiliary block part and driven when power is applied thereto,

an auxiliary flow channel part formed in the auxiliary block part and configured to supply the oil of the main braking part and the storage part to the auxiliary electric part, and

a wheel flow channel part formed in the auxiliary block part and configured to provide the remaining wheel cylinder parts with the oil that is discharged by the auxiliary electric part;

wherein the auxiliary flow channel part comprises:

a connection line part configured to connect the main braking part and the auxiliary electric part and to provide the oil that is supplied by the main braking part with guidance, and

a connection valve part formed in the connection line part and configured to adjust an amount of oil that passes through the connection line part by opening and closing the connection line part,

wherein the connection valve part comprises an open and close valve part configured to connect or close a flow channel of the connection line part between the main braking part and the auxiliary flow channel part,

wherein the connection line part comprises:

a first line part connecting a first port part of the auxiliary block part and the open and close valve part, and

a second line part connected to the open and close valve part;

wherein the auxiliary block part comprises a supply port part;

wherein the open and close valve part is mounted on the supply port part and is operable to close in a closing direction; and

wherein the supply port part comprises:

a first supply port part recessed from a surface of the auxiliary block part, and

a second supply port part extending from the first supply port part,

wherein the second supply port part is connected to the first line part, and

wherein the first supply port part is connected to the second line part to receive pressure, generated by control of at least the auxiliary electric part and the wheel flow channel part, in a direction corresponding to the closing direction of the open and close valve part.

2. The brake apparatus for the vehicle of claim 1, wherein the auxiliary flow channel part further comprises a reservoir connection part configured to connect the connection line part and the storage part.

3. The brake apparatus for the vehicle of claim 1 or claim 2, wherein the wheel flow channel part comprises:

a wheel line part configured to connect the auxiliary electric part and the remaining wheel cylinder parts; and

a wheel valve part formed in the wheel line part and configured to adjust an amount of oil that passes through the wheel line part.

4. The brake apparatus for the vehicle of claim 3, wherein the wheel flow channel part further comprises a decompression flow channel part configured to connect the auxiliary flow channel part and the wheel flow channel part and to decompress the oil.

5. The brake apparatus for the vehicle of any one of claims 1 to 4, wherein:

a pump port part on which the auxiliary electric part is mountable is formed in the auxiliary block part, and

the connection valve part is disposed over a first axis of the pump port part.

6. The brake apparatus for the vehicle of claim 5, wherein the connection valve parts are disposed to be symmetrical to each other on basis of a second axis of the pump port part.

7. The brake apparatus for the vehicle of claim 3 or claim 4, wherein:

a pump port part on which the auxiliary electric part is mountable is formed in the auxiliary block part, and

the wheel valve part is disposed under a first axis of the pump port part.

8. The brake apparatus for the vehicle of claim 7, wherein the wheel valve parts are disposed to be symmetrical to each other on the basis of a second axis of the pump port part.