

**MCWP 4-11.4  
(Formerly MCWP 4-24)**

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# **Maintenance Operations**

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**U.S. Marine Corps**

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DEPARTMENT OF THE NAVY  
Headquarters United States Marine Corps  
Washington, DC 20380-1775

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FOREWORD

1. PURPOSE

Marine Corps Warfighting Publication (MCWP) 4-11.4, *Maintenance Operations*, provides the commander with the basic information on the Marine Corps' maintenance system and how the system is employed to maintain a unit's equipment in a combat-ready condition.

2. SCOPE

MCWP 4-24 sets forth essentials of the Marine Corps' equipment maintenance system from the perspective of the unit commander. It provides a practical approach to understanding maintenance management of ground equipment that can be applied without any significant technical background. Maintenance policies and procedures for aircraft and other Navy-procured equipment are outlined in OPNAVINST 4790.2, *The Naval Aviation Maintenance Program (NAMP)*.

3. SUPERSESSION

FMFRP 4-15, *Commander's Guide to Maintenance*, 4 September 1990.

Reviewed and approved this date.

BY DIRECTION OF THE COMMANDANT OF THE MARINE CORPS

J. E. RHODES  
Lieutenant General, U.S. Marine Corps  
Commanding General  
Marine Corps Combat Development Command

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**Unless otherwise stated, whenever the masculine or feminine gender is used, both men and women are included.**

# Maintenance Operations

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## Chapter 1

# Maintenance Overview

“It is a command responsibility to ensure that assigned materiel is maintained in operating condition to perform designated functions effectively.”<sup>1</sup>—*Marine Corps Manual*

MCDP 4, *Logistics*, indicates that “the complexity of the tasks involved in supporting a high technology force also increases as the sophistication of its weapons and equipment increases.”<sup>2</sup> Quite simply, the more advanced the equipment, the harder it is to fix. Couple this with the notion of generating ever-increasing tempo in reduced response time over greater distances and maintenance becomes a significant challenge. To meet this challenge and ensure combat readiness, commanders must be maintenance oriented and have a basic understanding of the Marine Corps’ maintenance system. The purpose of maintenance is simple and direct—to keep equipment in service. Accordingly, commanders must emphasize maintenance at every level of command.

### 1001. Maintenance Definition

Maintenance is one of the six functional areas of logistics. It consists of—

“**1.** All action taken to retain materiel in a serviceable condition or to restore it to serviceability. It includes: inspection, testing, servicing, classification as to serviceability, repair, rebuilding, and reclamation. **2.** All supply and repair action taken to keep a force in condition to carry out its mission. **3.** The routine recurring work required to keep a facility (plant, building, structure, ground facility, utility system, or other real property) in such condition that it may be continuously utilized, at its original or designed capacity and efficiency, for its intended purpose.”<sup>3</sup>

Our Service policy (MCO P4790.2, *MIMMS Field Procedures Manual*) also considers efforts to update and upgrade the capability of materiel as a maintenance function.

### 1002. Maintenance Subfunctions

#### a. Inspection and Classification

Inspection and classification are the first and last tasks that a user and maintenance activity perform on equipment.

Inspection is the checking or testing of an item against established standards. The inspection process determines maintenance requirements and satisfactory maintenance performance. It determines if something is wrong with the equipment. All echelons of maintenance include inspections. Inspections are most effective when the inspector is not the person who performs the maintenance.

Classification is the assignment of an item to a maintenance category based on established procedures. The assigned classification determines who repairs the item and where the repairs are made.

When an item is evacuated to a higher echelon, the higher echelon’s repair organization also inspects and classifies equipment for serviceability/failure using tools and techniques unavailable to the lower echelon. This re-checking by the higher echelon confirms the results of the lower echelon’s inspection. The higher echelon also performs a final inspection and classification before returning the equipment to the lower echelon. This confirms that the appropriate repairs were