

## **MAGIRUS RECOMMENDS INSPECTION MEASURES FOR OLDER FIREFIGHTING VEHICLES WITH OVER 20 YEARS IN SERVICE**

- **Indications of unusual headlight switch designs in connection with potential near-miss incidents and fire events**
- **Affected: Iveco EuroCargo and EuroFire chassis from model years 1992–2002**
- **Recommendation to have the headlight switch inspected and replaced as a precaution in authorised Iveco workshops**

Ulm, Germany - 12 March 2026

In its press release of 18 December 2025, Magirus announced the launch of investigations into cases of fire events and near-miss incidents involving older firefighting vehicles built on Iveco EuroCargo and EuroFire chassis. These reports had previously been highlighted in the media, online forums and in a communication issued by the German Institute for Loss Prevention and Loss Research (IFS) in Kiel, Germany. Magirus subsequently initiated a comprehensive technical review. In addition to active exchanges with the IFS, further investigations were undertaken to examine and assess the available indications on a factual basis.

Current findings suggest that, based on the information available, a connection to a chassis-mounted headlight switch for side and dipped beam functions cannot be ruled out. The indications relate to vehicles built on Iveco Euro-series chassis, specifically EuroCargo, EuroFire, EuroTech and EuroTrakker models from 1992 to 2002. In inspected cases, headlight switches showed age- and wear-related internal changes after more than 20 years of vehicle operation. These were not always reliably detectable from the outside.

### **Recommendation for operators of older firefighting vehicles with specific chassis types from model years 1992 to 2002**

Based on the findings available, Magirus recommends that operators of firefighting vehicles built on Iveco Euro-series chassis from model years 1992 to 2002 present their vehicle to an authorised Iveco workshop. It should be noted that initial registration of some vehicles may fall after 2002 – in individual cases up to 2005. The chassis-mounted headlight switch should be replaced there as a precaution. In addition, the vehicle's electrical installation should be thoroughly inspected, particularly if electrical retrofits have been carried out over the years. These measures are precautionary in nature, forming part of a preventive technical inspection intended to identify and minimise potential risks at an early stage. The work is carried out under standard workshop conditions.

To support identification, a photograph of the relevant headlight switch design is provided in the technical documentation. No comparable indications are currently available for other switch designs.

Magirus will continue to monitor developments closely and will inform operators as new findings become available. The company remains in ongoing dialogue with the IFS.

**Captions (Copyright Magirus):**

Image 1: Example of a fire-fighting vehicle on an Iveco Euro-series chassis

Image 2: Illustrative depiction of the rocker-type headlight switch located in the centre of the dashboard in the driver's cab

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**ABOUT MAGIRUS**

Passion and precision, high-tech and craftsmanship. Since 1864, Magirus has stood for the combination of innovation and tradition - for the benefit of firefighters all over the world. With a comprehensive range of intelligent turntable ladders, ultra-modern and reliable fire engines, rescue and equipment vehicles, tactical deployment and extinguishing robots, digital fleet and deployment management systems, pumps, portable pumps, versatile equipment and clever accessories, Magirus has been one of the largest and technologically leading suppliers of fire and disaster protection technology worldwide for over 160 years. Magirus employs more than 1,500 people at five locations: Ulm/Germany, Graz/Austria, Brescia/Italy, Chambéry/France and Schongau/Switzerland.