

CHAPTER 3

TAXICAB SPECIFICATIONS

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§3-01 Vehicle Hack-Up and Vehicle Transfer.

- (a) “Hack-up” means to outfit a vehicle as a taxicab and obtain approval from the Commission for that vehicle to serve as a taxicab, for the first time. Hack-up requires compliance with:
- (1) all specifications, outfitting requirements, and other requirements of Rule 3-03;
 - (2) all vehicle inspection requirements;
 - (3) all insurance requirements, meter and meter testing requirements, marking specifications, and other requirements of the Owner’s Rules, as set forth in Chapter 1 of these Rules; and
 - (4) the requirements concerning a vehicle’s age, as set forth in subdivisions (b) and (c) of this section.
- (b) Except as otherwise provided in subsection 3-01 (c) ^{*} ^{**}, a vehicle may be hacked-up only if it is a new vehicle that meets all of the following requirements:
- (1) It is purchased in the first sale from a licensed dealer or a manufacturer. An original of the manufacturer’s certificate of origin (MSO) or of the certificate of title must be submitted, in addition to relevant documents of ownership.
 - (2) The vehicle must be of the latest model year available from the manufacturer or of the model year immediately preceding the latest. When a manufacturer ceases production of a model, then vehicles of the last two model years may only be hacked-up until September 30 of the calendar year, two years subsequent to the designated model year. (For example, if Chevrolet ceases production of the Caprice after the 1996 model, then a new vehicle of the 1996 Chevrolet Caprice may only be hacked-up until September 30, 1998.)

* Note: This subd. (c) was repealed in City Record Jan. 29, 2002 eff. Feb. 28, 2002. It dealt with an exception to subd. (b) for "... extreme personal financial hardship ..., such as a catastrophic illness ..."

** [As reads in the Official Compilation of the Rules of the City of New York.]

- (3) The vehicle must have accumulated fewer than 500 miles traveled, at the time of hack-up.
- (c) Upon hack-up, a vehicle may continue in service with the same medallion, so long as the vehicle passes inspection and has not yet met its retirement date, as specified in Rule 3-02.
 - (d) A vehicle that was hacked-up pursuant to subdivision (b) may be transferred to another medallion, with the approval of the Commission, only if the vehicle passes inspection, has not yet met its retirement date as specified in Rule 3-02, and meets the requirements of either subsection (1), (2), (3), or (4).
 - (1) *Repossessions.* The title owner at the time of transfer of the vehicle to another medallion has acquired the vehicle pursuant to a repossession sale by the previous owner's purchase money lender, and the repossession occurs within twenty-four months of hack-up.
 - (2) *Long-term drivers.* The title owner at the time of transfer of the vehicle to another medallion was a long-term driver of the vehicle, as defined in Rule 1-01, for at least five months of its operation under the previous medallion and will be a long-term driver under the new medallion.
 - (3) *Same medallion owner or agent.* The owner of the medallion or the owner's agent transfers the vehicle to another medallion operated by the same owner or agent.
 - (4) *Compressed natural gas vehicle.* The owner of a medallion or the owner's agent may transfer a vehicle fueled by Compressed Natural Gas to any other medallion owner or owner's agent.
 - (e) Upon inspecting a vehicle to authorize its transfer to another medallion pursuant to subdivision (f) (a "re-hack"), the Commission may charge an inspection fee of \$50 as well as a \$25 fee pursuant to Rule 1-06.

(f) *Notwithstanding the foregoing, an Independent Taxicab Owner or a long-term driver, who is also the owner of a vehicle may apply to the Chairperson or his/her designee for an extension of the scheduled retirement date of said vehicle, for a period not to exceed twelve (12) months from the original retirement date. Such application shall comply with each of the following conditions:

- (1) The vehicle owner shall submit a request in writing, together with any supporting documentation, to the Chairperson or his/her designee, at least thirty (30) days prior to the scheduled retirement date. This thirty (30) day requirement may be waived by the Chairperson or his/her designee upon a showing of a significant change in the vehicle owner's circumstances that occurred within thirty (30) days of the scheduled retirement date, or for other good cause demonstrated to the Chairperson.
- (2) The vehicle owner must demonstrate an economic or other personal hardship which the Chairperson or his/her designee determines would create an undue burden upon the owner if the extension were not granted.

The Chairperson, or his/her designee, may grant an extension of up to twelve months from the original retirement date. The vehicle must continue to meet all safety and emissions requirements of the Commission. The Chairperson or his/her designee shall withdraw any such extension granted in the event the subject vehicle is determined by the Commission at any time to be unsafe for operation.

§3-02 Vehicle Retirement.

- (a) The following requirements shall apply to all vehicles hacked-up on or after March 1, 1996:
 - (1) A vehicle which is double-shifted and not driven by at least one long-term driver, as defined in section 1-01 of this title, for any period of time on or after March 1, 1997, and is not in service solely as an authorized stand-by vehicle from the time the vehicle is hacked-up,

* [As reads in the Official Compilation of the Rules of the City of New York.]

must be retired from taxicab service and replaced no later than the first scheduled inspection of the vehicle occurring 36 months after the vehicle was hacked-up.

- (2) All other vehicles must be retired from taxicab service and replaced no later than the first scheduled inspection of the vehicle occurring 60 months after the vehicle was hacked-up.
- (3) Notwithstanding the foregoing provisions of this subdivision 3-02(a), any vehicle hacked-up on or after March 1, 1996 and before April 17, 2007 which, no later than six months after hack-up, is dedicated to operate on compressed natural gas (with a maximum reserve gas tank of five gallons) and which remains so dedicated thereafter, throughout its operation, has an extension of its retirement date by twenty-four additional months of taxicab service.
- (4) Notwithstanding the foregoing provisions of this subdivision 3-02(a), the retirement date of any vehicle hacked-up on or after March 1, 1996 and before April 17, 2007, which is a minivan approved for use as a taxicab by the Commission, is extended by: (i) twelve additional months of taxicab service if double-shifted and not driven by at least one long-term driver, as defined in Rule 1-01; or (ii) eighteen additional months of taxicab service if not subject to subparagraph (i) of this paragraph. A taxicab whose retirement date has been extended in accordance with the provisions of this paragraph is not eligible for the extended vehicle lifetime provided for clean air and accessible taxicabs pursuant to paragraphs five through seven of this subdivision.
- (5) Notwithstanding the foregoing provisions of this subdivision 3-02(a), the retirement date of any vehicle that is a level one or level two clean air taxicab as defined in section 3-03.3 of this chapter or an accessible taxicab as defined in section 3-03.2 of this chapter, and that is otherwise required under paragraph (1) of this subdivision) to be retired from taxicab service and replaced no later than the first scheduled inspection of the vehicle occurring thirty-six months after the vehicle was hacked-up, is extended by twelve months.
- (6) Notwithstanding the foregoing provisions of this subdivision 3-02(a), the retirement date of any vehicle that is a level one clean air taxicab as defined in section 3-03.3 of this chapter or an accessible taxicab as

defined in section 3-03.2 of this chapter, and that is otherwise required under paragraph (2) of this subdivision to be retired from taxicab service and replaced no later than the first scheduled inspection of the vehicle occurring sixty months after the vehicle was hacked-up, is extended by twenty-four months.

(7) Notwithstanding the foregoing provisions of this subdivision 3-02(a), the retirement date of any vehicle that is a level two clean air taxicab as defined in section 3-03.3 of this chapter and that is otherwise required under paragraph (2) of this subdivision to be retired from taxicab service and replaced no later than the first scheduled inspection of the vehicle occurring sixty months after the vehicle was hacked-up, is extended by twelve months.

(b) A vehicle which cannot pass inspection must be replaced, regardless of whether its retirement date has been reached. A vehicle which has reached its retirement date, including any extensions provided for in this section, must be retired, regardless of whether it may still pass inspection.

§3-03 Taxicab Specifications on or after March 1, 1996.

(a) *Applicability.*

(1) These specifications shall apply to every motor vehicle which is to be outfitted as a taxicab and approved by TLC for service; on or after March 1, 1996.

(b) *General Requirements for Review of Vehicle Models.*

(1) The taxi shall conform to all applicable federal and New York State motor vehicle standards and requirements. Such standards include: seat belts for each seating position and shoulder belts for each outboard seating position; front disk brakes; and the vehicle emissions package requirements of New York State.

(2) The sponsor, either the manufacturer or his authorized sales agent, shall certify item by item that the candidate taxi meets all criteria herein. Where minimum or maximum is specified, the actual values of the taxi candidate must be given. The sponsor shall provide the

Commission with a Motor Vehicle Manufacturer Association (MVMA) specifications form; a complete listing of interior dimensions on TLC form J-303 as measured on a bona fide example of the candidate vehicle; a complete listing of heavy duty equipment for the taxi vehicle; a list indicating the significance of characters in the Vehicle Identification Number (VIN); the manufacturer's repair shop manual for each candidate vehicle; and, upon request, full size layout drawings of the candidate vehicle. The sponsor shall provide an EPA Certificate of Conformity pertaining to the candidate taxi. The sponsor shall at his own expense, submit a bona fide example of the candidate vehicle for road testing and detailed measurements by Commission personnel or their authorized agents for the purpose of making objective judgements of the candidate vehicle model's conformance to these specifications.

- (3) After a model has been approved and examples of it are in service, the TLC reserves the right to require measurements of vehicles to ensure conformity with the model specifications. The cost of all tests shall be borne by the sponsor.
- (4) The sponsor shall make provisions to immediately notify the commission of any vehicle safety recalls. In addition, the sponsor shall make provisions to have the Commission placed upon the mailing list for service bulletins and recalls.
- (5) The manufacturer shall provide to the Chairman information as to the location of the confidential VINs for such model, pursuant to the manufacturer's confidentially requirements for the provision of such information to law enforcement organizations.
- (6) Experimental equipment designed to exceed existing safety standards is encouraged, but the Commission's Safety and Emissions Unit shall be kept fully informed of all such projects involving New York City taxicabs from inception to completion.
- (7) The TLC reserves the right to approve limited quantities of vehicles which fail any of these specific rules provided only that the sponsor's vehicle is already purpose-built for taxi service, and therefore, substantially exceeds other criteria, or in the case where the sponsor wishes to demonstrate certain outstanding virtues that deserve to be

tested in actual taxi service. The TLC further reserves the right to require detail changes to make a vehicle more suitable for New York City taxi service.

(c) *Vehicle Specifications.*

- (1) The vehicle shall be manufactured with heavy-duty equipment for taxicab, police or fleet service, except as provided in paragraph (7). There shall be a term in the VIN or in a body tag, which distinguishes the taxicab, police or fleet package from the standard sedan on which it is based.
- (2) The vehicle shall have EPA passenger compartment interior volume index of at least 107 cubic feet.
- (3) The rear compartment of any sedan approved for use as a taxicab shall meet the following dimensions as defined by the Society of Automotive Engineers:
 - (a) Minimum effective legroom (L51) must be at least 43 inches.
 - (b) Effective headroom (H63) must be at least 37.5 inches.
 - (c) The seat depth (L16) must be at least 18 inches.
- (4) The front compartment of any sedan approved for use as a taxicab shall meet the following dimensions:
 - (a) Effective headroom (H61) must be at least 37.5 inches.
 - (b) Maximum effective legroom (L34) must be at least 42 inches.
 - (c) Total legroom (the sum of L34 and L51) must be at least 85 inches.
- (5) The vehicle shall be equipped with a factory installed air conditioning system. If the vehicle model has available air conditioning outlets for the rear seat area, then the vehicle shall be equipped with such outlets.
- (6) The vehicle may not be equipped with an engine in which the maximum horsepower exceeds 220.
- (7) The vehicle may be a sedan, which meets the requirements of paragraphs 2 through 6 of this subdivision, and of paragraph (1) of subdivision (d), or a minivan which has been approved by the Chairperson after a determination that the vehicle provides adequate safety and comfort to passengers, and which also meets the

requirements of paragraphs 5 and 6 of this subdivision. If the Federal government or the Commission determines that any of such vehicles must be wheelchair accessible, then such vehicles shall be wheelchair accessible to the extent of such Federal or Commission determination and requirements.

- (8) All windows of the vehicle must have a light transmittance of seventy (70) percent or more, with the exception of the uppermost six (6) inches of the front windshield.
 - (9) Beginning on October 1, 2008, a vehicle may be fueled only by Compressed Natural Gas if such vehicle is an originally manufactured vehicle and meets with the requirements of paragraphs (5) and (6) of this subdivision.
 - (10) Notwithstanding the foregoing provisions of this subdivision 3-03(c), a vehicle may be hacked up as a taxicab if the vehicle is powered by diesel fuel, and the vehicle otherwise meets the vehicle specifications provided in section 3-03.1(c) of this chapter, whether or not the taxicab is a hybrid electric vehicle.
 - (11) Repealed.
- (d) *Experimental Vehicle Specifications.* Due to the limited production plans for “taxi package” vehicles, as well as an interest in testing features of standard production vehicles, including minivans, which are not “taxi package,” the Chairman may conduct an experiment with vehicles meeting the following minimum specifications. The Chairman may, at his or her discretion, limit the number of vehicles participating in the experiment. The Chairman may, at his or her discretion, waive any particular requirement, if in his judgment the experiment may demonstrate certain outstanding virtues that deserve to be tested in actual taxi service. The Chairman shall report to the Commission concerning the experiment, no later than July 31, 1996.
- (1) The vehicle shall be either a full size or larger four door sedan or a minivan equipped with at least four doors. Except for vehicles which are designed to be handicapped accessible, all doors shall open outward on hinges (not sliding doors), and the vehicle must be capable of carrying three passengers seated behind the driver. Any space which would otherwise be available to seat more than three passengers shall be used instead to provide luggage space.

- (2) The vehicle shall have EPA passenger compartment interior volume index of at least 107 cubic feet.
 - (3) If the vehicle is equipped with shock absorbers, the rear shock absorbers must be of the heavy duty variety.
 - (4) The vehicle shall be equipped with a factory installed air conditioning system. If the vehicle model has available air conditioning outlets for the rear seat area, then the vehicle shall be equipped with such outlets.
 - (5) The vehicle may not be equipped with an engine in which the maximum horsepower exceeds 220.
- (e) *Vehicle Modifications for Taxicab Service.*
- (1) *Paint and Finish.*
 - (i) The exterior shall be painted taxi yellow, except for trim. Samples of paint color and code are to be submitted to the Commission for approval.
 - (ii) The front of the taxi, and especially the bumper, should be designed with strong emphasis on reducing injury to pedestrians. There shall be no unnecessary projections such as rigid hood ornaments.
 - (iii) The vehicle shall be provided with signs in conformance with the marking specifications, §1-36 of these rules.
 - (2) *Roof Light, Meter and Seals.*
 - (i) Provision shall be made for installing and adequately wiring a roof light of approved design on top of the roof.
 - (ii) Suitable wiring shall be provided for a pair of auxiliary turn signal lamps to be located adjacent to the roof light. These lamps shall not be activated with the brake lights.

- (iii) A taximeter approved pursuant to Rule 3-04 shall be installed in a location which facilitates the driver's operation of it and any passenger's reading of the fare without interfering with the driver's safe operation of the taxi or the passenger's safety and comfort.
 - (iv) The taximeter shall be sealed with tamper resistant seals. The Commission will designate the type of seal, and will apprise the industry of the required locations for each taximeter approved pursuant to §3-04 of these rules.
 - (v) If the vehicle is equipped with a pinion gear, such pinion gear shall be sealed. The Commission will designate the type of tamper resistant seal to prevent removal or change of the pinion gear.
- (3) *Security.*
- (i) An owner shall install a partition that isolates the driver from the rear seat passengers or all passengers of the vehicle, in accordance with section 1-17 of this title. The purpose of the partition shall be to provide protection to the driver while ensuring passenger safety and enabling rear seat passengers to enjoy a clear and unobstructed view of the taxicab driver's license, rate card and front windshield.
 - (A) The partition shall consist of a transparent portion that shall extend from the ceiling to a point, as recommended by the Chairperson and approved by the Commission, based upon the make and model of vehicle in service, that will provide passengers and drivers with maximum visibility. The transparent portion of the partition shall be constructed of a bullet-resistant material, recommended by the Chairperson and approved by the Commission, which is also clear and scratch-resistant.
 - (B) A protective plate shall join the transparent portion of the partition and extend from the lowest point of the transparent portion of the partition downward to the floor of the vehicle. The plate shall be constructed of a bullet-resistant

material recommended by the Chairperson and approved by the Commission.

(C) Notwithstanding the provisions of clause (A) of this subparagraph, all taxicabs, except those that are exempt pursuant to section 1-17 of this title, when an existing partition is required to be replaced or when a partition is installed (including, but not limited to, at hack-up), shall be equipped with a partition, the transparent portion of which shall be constructed, at a minimum, of a mar-resistant polycarbonate and shall be not less than 0.375 inches thick, that will provide passengers and drivers with maximum visibility.

(1) For a flat partition and a partition for a taxicab with factory installed curtain airbags, the transparent portion shall extend from the ceiling to join or overlap with the protective plate of the partition.

(2) For an L shaped partition, on the side that is behind the driver, the transparent portion of the partition shall extend from the ceiling to join or overlap with the protective plate of the partition, and on the side that extends forward to back between the two front seats, the transparent portion of the partition shall extend from the ceiling to join or overlap with the protective plate of the partition on the right side of the center console located between the two front seats.

(3) The protective plate shall join or be overlapped by the transparent portion of the partition and shall extend from the point that the protective plate joins, or if overlapped by the transparent portion of the partition, the point that would be the point of joinder with the transparent portion of the partition, downward to the floor of the taxicab. The protective plate shall be constructed of a 0.085 inch thick plate of ballistic steel or its equivalent installed inside and covering the entire back seat rest of the front seat which is exposed to the passenger compartment and, for an L shaped partition, on the right side of center console between the two front seats.

(4) Each partition shall have sufficient padding for the entire

protective plate of the partition to prevent injury to any rear-seat passenger in case of an accident or sudden stopping and all surfaces shall be free of sharp and rough edges.

(5) There shall be no opening or gap between the partition and the body of the vehicle larger than one inch, except as set forth in section 1-17(c) of this title.

(6) No partition shall be installed unless it shall have the following features which do not compromise passenger or driver safety:

(A) A means for passengers and drivers to communicate with each other;

(B) The capacity for the passenger(s) to pay fares, either by cash, or by credit card if the taxicab is capable of accepting credit card payments, and for the passenger(s) to receive receipts for payments and transactions, while the passenger is in the rear passenger compartment.

(ii) No vehicle, other than a vehicle which is exempt from the partition requirements set forth in section 1-17 of these rules, may be hacked-up unless a new partition has been installed which complies with these specifications.

(iii) An owner shall equip all taxicabs with a help or distress signaling light system in accordance with the following specifications:

(A) The help or distress signaling light system shall consist of two turn signal type "lollipop" lights.

(B) One light shall be mounted on the front center of the vehicle, either on top of the bumper or forward or behind the grill. A second light shall be mounted on top of the rear bumper, to the left of the license plate.

- (C) Each light shall be three to four inches in diameter, have a total rated output of thirty-two candle power and shall be the color amber or have an amber colored lens so that the light output of the device is the color amber at thirty-two candle power.
- (D) The activator shall be installed within easy reach of the driver, shall be silent when operating, and shall be fully solid-state.
- (E) The lights shall flash between 60 and 120 times per minute.
- (F) The wiring shall not affect or interfere directly or otherwise with any wiring or circuitry used by the meter for measuring time or distance.

(iv) A door ajar notification light shall be provided which is located in front of the driver. This light shall turn on only when any door is not fully latched.

(v) When an existing in-vehicle camera system (“IVCS”) is required to be replaced or when such system is installed (including, but not limited to, at hack-up), no such system shall be installed in any taxicab unless it meets the following specifications:

(A) The IVCS shall be connected to the vehicle battery, and the fuse for such connection shall be concealed in tamper-resistant housing.

(B) Wiring between the recording unit and camera head shall use registered jack (RJ) style connectors at either end which shall be tamper-resistant.

(C) All electrical connections and wiring shall be protected from spike and dips in vehicle voltage.

(D) The camera head housing and brackets shall be tamper-proof and securely mounted to the right of the rear view mirror. The installation shall provide unobstructed vision for the driver.

- (E) The camera's field of view shall include the full face of all occupants seated in passenger seats and facing forward.
- (F) Images shall be recorded and stored in a unit separate from the camera head.
- (G) The recording unit shall be concealed from view and fastened securely with tamper-resistant hardware.
- (H) The IVCS shall provide a visual indication of system status that is located on the lower left portion of the dashboard, and is visible to the driver and law enforcement personnel inspecting the vehicle from outside of the driver door.
- (I) The IVCS and components shall be sufficiently shock-resistant to withstand typical vehicle movement and collisions.
- (J) The IVCS shall have a RS-232 connection or other means for secure image retrieval.
- (K) Images shall be sharp, undistorted and enable the viewer to identify all passengers under all lighting conditions; for example, but not limited to, dark and bright light, daylight and backlight.
- (L) Sensor resolution shall be, at a minimum, 510 by 480 pixels.
- (M) Storage capacity shall be, at a minimum, 7000 images in an encrypted format, and all access to the storage unit shall result in the storage of an electronic "tag" including the installer identification number and date of the event.
- (N) The IVCS shall have connection ports for a minimum of two (2) cameras.
- (O) The IVCS shall have an event flag or panic button accessible to driver and located in an inconspicuous location.
- (P) The IVCS shall record images and the following information for each image:
 - (a) Date and time;

- (b) Taxicab medallion number;
- (c) IVCS serial number; and
- (d) IVCS indicator for event flags.

(Q) Image capture shall be linked to the following events: vehicle door openings and closings, meter engagement, event flag button activation and event flag in the test mode when the image(s) is/are recorded for inspection and test purposes. In the event of a panic button activation, systems shall record to protected memory a total of three (3) events that include, at a minimum, the previous 2.5 and subsequent 2.5 minutes immediately prior and subsequent to the button activation, at one frame per second.

(R) Image access shall be provided only to law-enforcement agencies including but not limited to the New York City Police Department;

(S) If the IVCS has a physical port for secure image retrieval it shall be located on the right side of the dashboard or in the trunk in an inconspicuous manner that is accessible to law enforcement personnel.

(T) When memory storage capacity is reached, the IVCS shall overwrite the oldest images as new images are recorded in sequence.

(U) Installations and repairs of IVCS may be done only by authorized installers approved by the manufacturer that are businesses currently licensed by the Department of Consumer Affairs or are taximeter businesses currently licensed by the Commission pursuant to chapter 15 of this title.

(V) Within fourteen (14) calendar days after installation, repair or modification, a notarized affidavit signed by a manufacturer's authorized installer attesting to the proper functionality of the IVCS shall be provided to the Commission by the authorized installer.

(W) A similar affidavit shall be provided annually by the authorized installer to the Commission and upon any repair to or change of the IVCS.

(4) *Credential Holders.*

- (i) A credential holder shall be mounted on the right side of the dashboard, unless in the judgment of the Chairman, a dashboard mounting would be hazardous in a particular model of automobile. A model equipped with dual air bags is a model in which a dashboard mounting would be hazardous, unless in the judgment of the Chairman there is an alternative solution to the requirements of subdivision (ii).
- (ii) A vehicle in which a dashboard mounting would be hazardous shall be equipped with a transparent partition and a protective plate, in accordance with §3-02(e)(3)(i), and shall have a TLC-approved credential holder frame mounted on the driver's side of the clear portion of the partition by either rivet and/or screw at least two inches above the frame supporting the clear portion of the partition and centered on the vehicle's steering column and/or the headrest on the driver's seat facing the rear passenger's compartment. The frame shall have a drop-in or slide-in slot accessible only from the driver's compartment for the rate card and the driver's license. The frame shall have sufficient illumination pursuant to Owners Rule 1-12(a). The frame shall be sufficiently padded so as not to cause injury to the driver.

(5) *Occupant accommodation.*

- (i) There shall be a hold-open device on each door.
- (ii) There shall be a door pull on each rear door. Assist straps shall be mounted either on each B-pillar or upon the partition. Both the door pulls and assist straps shall meet the impact requirements of federal MVSS 201. There shall be no coathook on the right-hand side.
- (iii) There shall be an outboard armrest located appropriately for the driver and each outboard passenger.

- (iv) The upholstery and trim shall be vinyl, shall meet or exceed all federal (MVSS) standards for vehicle seating including flame resistance. Notwithstanding the provision of this subparagraph, on the seats of a taxicab that are equipped with an occupant classification system as defined in section 2-01 of this title, and on the seats of a taxicab that are equipped with side airbags, the upholstery shall be as provided by the original equipment manufacturer.
- (v) A taxicab may not be equipped with power adjusted seats. A taxicab may be equipped with either bucket or bench seats, provided that the seats do not interfere with the partition and do meet all the requirements of the TLC. All replacement seats must be designed by the manufacturer for installation in the model and year of the vehicle in which the seats are installed.

(6) Definitions.

Taxicab technology service provider. A “taxicab technology service provider” is a vendor who has contracted with the Commission to install and maintain the taxicab technology system in taxicabs.

Taxicab technology system. The “taxicab technology system” is hardware and software that provides the following four core services (collectively “four core services”): (i) credit, debit and prepaid card payment required by section 3-03(e)(7) of this chapter, (ii) text messaging required by section 3-03(e)(8) of this chapter, (iii) trip data collection and transmission required by section 3-06 of this chapter, and (iv) data transmission with the passenger information monitor required by section 3-07 of this chapter.

(7) *Credit Card Acceptance Capability.*

Each taxicab that is required to be equipped with the taxicab technology system as defined in section 3-03 of this chapter must be capable of accepting all major credit and debit cards which are accepted by such taxicab technology system as payment for fares. This specification shall be implemented no later than the compliance date set forth in section 1-01 of this title.

(8) *Text Messaging Equipment.*

Each taxicab that is required to be equipped with the taxicab technology system as defined in section 3-03 of this chapter must be equipped with text messaging equipment enabling the driver to receive and send text messages. No text messaging equipment shall be installed unless it has been provided by a taxicab technology service provider and the equipment conforms with specifications set forth herein, meets appropriate safety standards, and fulfills the intended purposes for such equipment. No text messaging equipment shall be used in contravention of TLC Rules or for dispatch purposes. This specification shall be implemented no later than the compliance date set forth in section 1-01 of this title.

§3-03.1 Hybrid Electric Taxicab Specifications.

- (a) The purpose of this section is to implement section 19-533 of the Administrative Code, as enacted by local law 72 of 2005.
- (b) As used in this section, the term “hybrid electric vehicle” shall mean a commercially available mass production vehicle originally equipped by the manufacturer with a combustion engine system together with an electric propulsion system that operates in an integrated manner.
- (c) Any hybrid electric vehicle manufactured for the general consumer market shall be approved for hack-up, as that term is defined in section 3-01(a) of this chapter, provided that such vehicle is presented for hack-up on or after the effective date of this rule, and provided that such vehicle meets all requirements for vehicle hack-up except the following:
 - (1)The hybrid electric vehicle shall not be required to be manufactured with heavy-duty equipment for taxicab, police or fleet service, notwithstanding the provisions of section 3-03(c)(1) of this chapter;
 - (2)Minimum interior volume index shall be 101.5 cubic feet, notwithstanding the provisions of section 3-03(c)(2) of this chapter;
 - (3)Minimum effective rear compartment legroom (L51) shall be 34.6 inches, notwithstanding the provisions of section 3-03(c)(3)(i) of this chapter;

(4) Minimum effective rear compartment headroom (H63) shall be 37.1 inches, notwithstanding the provisions of section 3-03(c)(3)(ii) of this chapter;

(5) Minimum effective front compartment legroom (L34) shall be 41.6 inches, notwithstanding the provisions of section 3-03(c)(4)(ii) of this chapter;

(6) Minimum total legroom (the sum of L34 plus L51) shall be 76.2 inches, notwithstanding the provisions of section 3-03(c)(4)(iii) of this chapter;

(7) The maximum horsepower shall be 268, notwithstanding the provisions of section 3-03(c)(6) of this chapter;

(8) The hybrid electric vehicle shall have at least four doors, and shall be a minivan, a compact or larger sedan, or a sport utility vehicle, notwithstanding the provisions of section 3-03(c)(7) and (d)(1) of this chapter; provided that a hybrid electric vehicle designated a sport utility vehicle by either the vehicle's manufacturer or by the National Highway Traffic Safety Administration must be equipped with running boards;

(9) A hybrid electric vehicle designated a sport utility vehicle by either the vehicle's manufacturer or by the National Highway Traffic Safety Administration shall have a rear window and left and right rear side windows with the greatest degree of light transmittance available from the manufacturer or by dealer option, but in no event less than 20 percent light transmittance, notwithstanding the provisions of section 3-03(c)(8) of this chapter; and

§3-03.2 Accessible Taxicab Specifications.

(a) *Definitions.* For purposes of this section:

(1) The term "accessible taxicab" shall refer to a taxicab that complies with federal regulations promulgated pursuant to the Americans with Disabilities Act applicable to vans under 22 feet in length, by the federal Department of Transportation, in Code of Federal

Regulations, title 49, parts 37 and 38, and by the federal Architectural and Transportation Barriers Compliance Board, in Code of Federal Regulations, title 36, sections 1192.23 *et seq.*, and the Federal Motor Vehicle Safety Standards, Code of Federal Regulations, title 49, part 571, that is hacked-up, as that term is defined in section 3-01(a) of this chapter, to an accessible medallion or any other medallion on or after June 25, 2006.

- (2) The term “OEM” shall refer to the original equipment manufacturer of the accessible taxicab who either manufactures the accessible taxicab in compliance with the specifications in subdivisions (c) and (d) of this section or manufactures the accessible taxicab such that the chassis complies with the specifications in subdivision (c) of this section and approves a second-stage manufacturer who modifies the vehicle to comply with the specifications of subdivision (d) and, to the extent applicable, of subdivision (e) of this section.

(b) An accessible taxicab shall be approved for hack-up if:

- (1) It is a vehicle other than a van the chassis for which as originally manufactured is designed to seat eight or more persons, a bus, or a minibus;

- (2) It is capable of transporting at least one passenger using a common wheelchair as defined in Code of Federal Regulations, title 49, section 37.3;

- (3) As presented for hack-up, it does not seat more than five passengers in all; and

- (4) It complies with the requirements stated in subdivisions (c) and (d) of this section, and all other requirements for hack-up that are not inconsistent with the provisions of this section; provided, however, that an accessible taxicab that is also a hybrid electric vehicle must also comply with the requirements stated in section 3-03.1 of this chapter.

(c) The chassis of the accessible taxicab as originally manufactured must meet the following general OEM specifications:

- (1) The maximum horsepower shall be 240;

- (2) The suspension shall utilize the OEM's suspension and steering components; and
 - (3) No bumper modifications are allowed, except as provided in subdivisions (e) and (f) of this section.
- (d) The accessible taxicab as manufactured by the OEM or as modified by an OEM- approved second-stage manufacturer must meet the following specifications:
- (1) The minimum ground clearance (measured from frame, loaded to gross vehicle weight rating (GVWR)) shall be 5 inches;
 - (2) The minimum passenger compartment length (measured from rear of driver's seat base to rear seat base) shall be 56 inches;
 - (3) The OEM floor of the accessible taxicab, if lowered, shall be lowered from the base of the firewall to the area immediately in front of the rear axle;
 - (4) If a lowered floor assembly is used in the accessible taxicab, it shall be stainless steel (16 gauge minimum), and shall meet or exceed the 1000 hour salt spray rating;
 - (5) If a lowered floor assembly is used in the accessible taxicab, a vapor-insulating barrier of ½ inch marine grade plywood shall be applied over the lowered metal floor and thoroughly secured;
 - (6) The wheelchair ramp shall not block any part of the door or glass while in the stowed position;
 - (7) The wheelchair securement system shall be provided to hold a wheelchair or wheelchairs and shall be the system known as Q straint QRT Standard or equal;
 - (8) No anchor points shall project more than 1/8 of an inch above the finished floor;
 - (9) If the accessible taxicab has a middle fold-up passenger seat, it shall have a folding mechanism and base plate and shall meet the

requirements of the Federal Motor Vehicle Safety Standard No. 207, Code of Federal Regulations, title 49, section 571.207;

- (10) Any modifications to the rear air conditioning must be approved by the OEM;
 - (11) Any and all electrical wiring in the accessible taxicab, other than as provided by OEM who manufactured the chassis, shall be PVC or better insulated and color coded for positive identification; and
 - (12) The back-up alarm in the accessible taxicab shall be an electrically operated device that produces an intermittent audible signal when the accessible taxicab's transmission is shifted to reverse.
- (e) A vehicle that complies with this section, except that the rear bumper has been cut or otherwise modified to allow the installation of a rear-entry ramp for wheelchair access, shall nonetheless be approved for hack-up as an accessible taxicab if:
- (1) The rear bumper is reinforced and the rear bumper modification is approved by the OEM;
 - (2) The vehicle modifications meet or exceed any applicable Federal Motor Vehicle Safety Standards crash testing requirements;
 - (3) If the rear door lock mechanism of the vehicle is modified, the modification must meet or exceed Federal Motor Vehicle Safety Standards and the lock mechanism must be affixed to the vehicle chassis, not the ramp assembly, unless a secondary lock is provided that is affixed to the vehicle chassis.
- (f) A vehicle that complies with subdivision (e) above, except that the second-stage manufacturer does not perform the rear bumper modification pursuant to OEM approval shall nonetheless be approved for hack-up as an accessible taxicab if the modifier retains a licensed professional engineer who has either a bachelor's degree or higher in mechanical engineering or has a bachelor's degree or higher in electrical engineering and at least three years' experience in automotive manufacturing, who separately certifies for each vehicle that the vehicle was modified in conformance with the design as

tested pursuant to paragraph (e)(2) above and such certification is presented to the Commission upon presentation of the vehicle for certification and hack-up as an accessible taxicab.

§3-03.3 Clean Air Taxicab Specifications.

As used in this chapter, the term “clean air taxicab” shall mean any vehicle that is either a level one or a level two clean air taxicab, as follows:

- (a) “Level one clean air taxicab” shall mean any vehicle approved for use by the Commission as a taxicab that receives an air pollution score of 9.5 or higher from the United States Environmental Protection Agency (“EPA”) or its successor agency and is estimated to emit 5.0 tons or less of equivalent carbon dioxide per year by the United States Department of Energy (“DOE”) or its successor agency; provided that such vehicle is powered by the fuel for which such vehicle meets the above-specified standards.
- (b) “Level two clean air taxicab” shall mean any vehicle approved for use by the Commission as a taxicab that receives an air pollution score of 9.0 or higher from the EPA or its successor agency and is estimated to emit 6.4 tons or less of equivalent carbon dioxide per year by the DOE or its successor agency and that does not meet the definition of a level one clean air taxicab; provided that such vehicle is powered by the fuel for which such vehicle meets the above-specified standards.
- (c) As used in this section and in Chapter 1 of this title, the term “clean air taxicab” shall mean any taxicab licensed by the Commission that receives an air pollution score of 9.0 or higher from the United States Environmental Protection Agency or its successor agency and is estimated to emit 6.4 tons or less of equivalent carbon dioxide per year by the United States Department of Energy or its successor agency; provided that such vehicle is powered by the fuel for which such vehicle meets the above-specified standards.

§3-04 Taximeter Specifications.

- (a) The Unit must:

- (1) be fully electronic.
- (2) have all access points sealed by a licensed N.Y.C. taxi meter shop.
- (3) have casing made of hard impenetrable plastic or metal.
- (4) be capable of operating within a temperature range of -20F and +120F.
- (5) automatically produce a printed receipt for passengers which indicates date, time, medallion number, fare paid, extras, and Commission telephone complaint number. This receipt shall have all readouts in a minimum of five figures including decimals eg. 000.00.
- (6) be capable of releasing a printed receipt within 10 seconds.
- (7) be capable of producing a printed receipt for Commission personnel which shows total mileage, total paid mileage, total trips and total units, and total extras. All these readouts must show a minimum of six digits exclusive of decimals eg. 999,999. This function shall be operated by a separate button or switch.
- (8) have all seals indicating on the sealed surface the licensed meter shop by name and license number. If an adjustment can be made to any component affecting the performance of the printer, then provision shall be made for applying a seal in a manner which requires the seal to be broken before an adjustment can be made.
- (9) have an auxiliary power source which operates independently of the vehicle's electrical system contained in the unit and it shall operate the memory at its full capacity for a minimum of 2 years.
- (10) have a memory which shall be non-erasable. Upon reaching the limits of any display, the unit shall be capable of turning over.
- (11) have a fully programmable fare structure with low cost rate change capability.
- (12) for 2 piece units, have a printer capable of interfacing with and recording information from a fully approved electronic taximeter.

- (13) for 2 piece units, have all connections between display meter and the unit permanently sealed and tamper-proof by use of approved tubing or electrical conduits. The display unit must be unable to function if disconnected from the memory unit.
- (14) be capable of automatically making meter display inoperable if printer paper is not available in the printing unit.
- (15) have model and serial numbers appearing on the face of the unit. For 2 piece units, model and serial numbers must appear on the display unit and the printer unit.
- (16) all operating buttons and/or switches related to passenger functions must appear on the face of the unit, must be properly illuminated, and must indicate its function.
- (17) extras shall appear separately on the display as well as the receipt for passengers. Extra indicator must be illuminated when in operation.
- (18) fare display shall remain on a total of 15 seconds from the time the printer begins to print the customers receipt at the completion of the ride.
- (19) fare display shall be clearly visible.
- (20) receipt disposal unit must be visible to the passenger.
- (21) all illuminated indicators must be of sufficient candlepower to be visible to the passenger.
- (22) be permanently affixed to the vehicle in a location approved by the Commission.
- (23) the rooflight must be controlled by the engaging of the meter.
- (24) be capable of calculating and displaying the regular metered rate of fare required by section 1-70 of this title, the flat rate of fare for a trip from Kennedy Airport to Manhattan or from Manhattan to Kennedy Airport, as required by section 1-69(a) of this title, the rate of fare for

a trip to or from Newark Airport, as required by section 1-73 (c) of this title, the rate of fare for trips to Nassau and Westchester counties, as required by section 1-73(b) of this title, the negotiated flat fares to points outside New York City other than the Newark Airport and Westchester and Nassau counties, as required by section 1-73(b) of this title, and the flat fares per person for group rides, as required by section 1-71 of this title.

- (25) for any taxicab required to be equipped with the taxicab technology system as defined in section 3-03 of this chapter, be capable of transferring data to the taxicab technology systems of all taxicab technology service providers which have chosen such taximeter, in order to allow credit and debit card payment required by section 3-03(e)(7) of this chapter, text messaging required by section 3-03(e)(8) of this chapter, trip data collection and transmission required by section 3-06 of this chapter and communication with the passenger information monitor required by section 3-07 of this chapter. This specification, unless the taxicab is exempt pursuant to section 1-11(g) of this title, shall be implemented no later than the compliance date set forth in section 1-01 of this title.
 - (26) use switches, wiring and wire caps in all connections to the taximeter harness, roof light wires and pulse wires that meet specifications of the Society of Automotive Engineers, where such specifications are applicable. All of the taxicab technology system ports and peripheral connections shall be physically secured from tampering that could disrupt the functionality or compromise the integrity of the taximeter.
- (b) In addition, taxi meters shall meet the specifications and tolerances published in the National Bureau of Standards Handbook 44.
 - (c) In addition to fulfilling the requirements of subsections 3-03(a) and (b), each unit must be approved by the State of New York Department of Agriculture and Markets.
 - (d) Each such unit submitted to the Commission for approval will be subject to the Commission's normal testing period of three months minimum.

§3-05 Air Conditioning Specifications.

- (a) All vehicles shall be equipped with an air conditioner. The air conditioner must be in good working condition from May 1st through September 30th each year. In vehicles equipped with a partition, the air conditioner shall include either an Auxiliary Unit or a Patch Unit, as required for various classifications of vehicles by this section.
- (b) An Auxiliary Unit has controls which passengers may operate in the rear passenger area. It either:
 - (1) was built into the vehicle by the vehicle manufacturer; or
 - (2) operates off the vehicle's compressor and by means of a secondary evaporator core placed in a location approved by the Commission, and outlets from that evaporator core to provide cool air directly to the rear passenger compartment; or
 - (3) is a unit approved by the Chairperson, based upon a finding in his or her sole discretion, as to the unit's equivalence to items (1) and (2) above in the delivery of cool air to the rear passenger compartment; its effects on driver and passenger safety; its noise; and its effect upon passenger comfort and convenience. The Chairperson may, in his or her sole discretion, permit the trial operation of units in a limited number of taxicabs, in order to make such a finding. The Chairperson may terminate the trial and direct the removal of units used in the trial.
 - (4) The Chairperson may attach further conditions and specifications for any Auxiliary Unit. The Chairperson may require the refitting of taxicabs equipped with a previously approved Auxiliary Unit, only if such refitting either: (a) would cost less than \$100; or (b) is based upon the Chairperson's finding as to a safety hazard.
- (c) A Patch Unit has a conduit from one or more air conditioner vents in the dashboard into the rear passenger compartment. A Patch Unit must be approved by the Chairperson, based upon a finding, in the Chairperson's sole discretion, as to the unit's effects on driver and passenger safety, its sufficiency in the delivery of cool air, its noise, and other effects upon passenger comfort and convenience. Without limiting the authority of the Chairperson to approve other units, or to withdraw or modify the approval of a unit, there are three currently approved Patch Units:

- (1) The Overhead Patch Unit consists of a commercially available extension outlet, which is fixed to the vehicle above the partition.
 - (2) The Center Patch Unit consists of a duct with an outlet in the metal portion of the partition. Effective July 3, 1998, this unit shall not include a fan in the partition outlet, because such a fan may create air pressure conditions within the duct which adversely affect the delivery of cool air.
 - (3) The Side Patch Unit reroutes the hose(s) to provide cool air conditioning to vents under the two front seats. The cool air then flows via a duct to the extreme left and right sides of the partition with an outlet discharging cool air into the rear passenger compartment.
 - (4) The Chairperson may withdraw approval or attach further conditions, and may require the refitting of taxicabs fitted with the unit for which approval was withdrawn or further conditioned. Such determination shall be based upon a finding, in the Chairperson's sole discretion, as to the foregoing factors of safety, comfort and convenience. The Chairperson must provide owners with sixty days notice of any such refitting requirement and shall report the determination to the Commission.
- (d) All vehicles hack-up or re-hacked on or after July 3, 1998, and equipped with a partition shall be equipped with an Auxiliary Unit.
 - (e) All vehicles hacked-up prior to July 3, 1998 and equipped with a partition shall be equipped with either an Auxiliary Unit or a Patch Unit.

§ 3-06 Specifications for the Collection and Transmission of Required Trip Data.

- (a) All vehicles, except as provided in section 1-11(g) of this title, shall comply with the data collection and transmission requirements of this section. This specification shall be implemented no later than the compliance date set forth in section 1-01 of this title.

- (b) Each taxicab shall be capable of transmitting data to the Commission or its designated repository at pre-determined intervals established by the Chairperson. All transmissions shall be in a format and manner approved by the Chairperson. The data to be transmitted shall include the taxicab license number; the taxicab driver's license number; the location of trip initiation; the time of trip initiation; the number of passengers; the location of trip termination; the time of trip termination; the metered fare for the trip; and the distance of the trip. All data transmitted to TLC will be sent in a secure format as approved by the Chairperson.
- (c) To the extent necessary to facilitate data transfer, the Commission may mandate that each taxicab be equipped with external antennas.
- (d) No equipment designed to comply with the provisions of this section shall be installed unless it has been approved by the Commission, based upon a determination that the unit and equipment conforms with the specifications as set forth herein, is safe, and fulfills the intended purposes for such equipment.

§ 3-07 Passenger Information Monitor.

(a) All vehicles, except as provided in section 1-11(g) of this title, shall be equipped with a passenger information monitor which meets all the requirements of this section. This specification shall be implemented no later than the compliance date set forth in section 1-01 of this title.

(b) The passenger information monitor shall have the following minimum specifications or capabilities:

- (i) Provide the passenger sitting in the rear of the vehicle with an unobstructed view of the monitor;
- (ii) Be provided with a screen that is no less than ten (10) inches measured diagonally and placed in the rear passenger compartment of the taxicab; provided, however, for hybrid electric vehicles and other small clean air or low emission vehicles without a partition, licensed by the Commission for use as taxicabs, the screen size may be less than ten (10) inches but not less than five and one-half (5½) inches measured diagonally;

- (iii) Display a map that indicates the current location of the vehicle as well as the route the vehicle has traveled from the point of trip initiation to the point of trip destination or termination;
 - (iv) Display without limitation the following: TLC Public Service Announcements (PSAs) including but not limited to the Passenger Bill of Rights, the Flat Fare Notice and any other TLC PSAs as designated by the Chairperson and, at the medallion owner's option, limited media content, which may include commercial advertising and commercial sponsorships as enumerated in the contract(s) between the TLC and taxicab technology service provider(s);
 - (v) Display itemized metered fare information at destination or termination of trip;
 - (vi) The capability for the passenger to turn off the monitor to a blank screen without illumination, after any TLC Public Service Announcements or any such other required information as designated by the Chairperson, which may remain visible or illuminated for all or a portion of the passenger trip. The monitor must also have the capability to re-illuminate upon disengagement of the meter to further display any additional TLC PSAs upon the passenger(s) leaving the taxicab. The monitor must also contain the capability for the passenger to control and/or mute the volume of content after any TLC Public Service Announcements or any such other required information as designated by the Chairperson.
- (c) No passenger information monitor or related equipment shall be installed unless it has been provided by an authorized taxicab technology service provider on or before the compliance date set forth in section 1-01 of this title.
- (d) If the credit/debit card acceptance equipment is not operational, but the passenger information monitor is operational, the passenger information monitor shall display the message, "Credit Card System Currently Not Available."