

CHAPTER 67

RULES FOR TAXICAB
HACK-UP AND MAINTENANCE

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§67-01 Scope of this Chapter

- (a) To establish the standards and requirements for preparing a vehicle for Taxicab Licensing, and
- (b) To establish the standards and requirements for Taxicab maintenance, inspection and retirement.

§67-02 Penalties

- (a) This Chapter is informational in nature and does not contain penalties. Penalties for failure to follow the rules established in this Chapter will be found in Chapter 80 and Chapter 58 which establish specific requirements for the Drivers of Taxicabs and owners.

§67-03 Definitions Specific to this Chapter

- (a) *Clean Air Taxicab* is a Clean Air Vehicle, as defined in §51-03 of these rules, that has been Hacked-Up
- (b) *Rooftop Advertising Fixture* means a device that incorporates the functions of a Roof Light with the displaying of advertising.
- (c) *Rooftop Advertising Fixture Provider* means the entity responsible for supplying the Rooftop Advertising Fixture to the Medallion Owner and maintaining the advertising material.

§67-04 Original Verification of Taxicab Candidate as Taxicab Model

A Taxicab Candidate must meet the technical specifications in § 67-05.1A, §67-05.1B or § 67-05.2, as well as all applicable federal and New York State motor vehicle standards and requirements, in order to become a Taxicab Model.

§67-05 Taxicab Model Choice

- (a) *Unrestricted Medallions.* Unrestricted Medallions may be used with any Accessible Taxicab Model that complies with §67-05.2 of these Rules.
- (b) *Alternative Fuel Medallions.* Alternative Fuel Medallions may be used with any Taxicab Model that:
 - (1) complies with §67-05.2 of these Rules; and
 - (2) is a Hybrid Electric Vehicle or is powered by compressed natural gas that is manufactured by an original equipment manufacturer (OEM) for the general commercial or consumer market.
- (c) *Accessible Medallions.* Accessible Medallions may be used with any Accessible Taxicab Model that complies with §67-05.2 of these Rules.

- (d) Any vehicle valid for use with any Medallion at the time the vehicle was Hacked-up can remain in use as a Taxicab until its scheduled retirement as set forth in §67-18 of this Chapter.

§67-05.2 Specifications for Accessible Taxicab Candidates

- (a) An Accessible Vehicle may be approved for Hack-up if it meets all of the following conditions:
 - (1) It is a vehicle other than (i) a bus, (ii) a minibus, or (iii) a van, the chassis for which, as originally manufactured, is designed to seat eight or more persons.
 - (2) It is capable of transporting at least one passenger using a common wheelchair (as wheelchair is defined in Code of Federal Regulations, title 49, section 37.3).
 - (3) It does not seat more than five passengers when presented for Hack-up.
 - (4) It complies with the requirements in subdivisions (b) and (c) of this section and all other requirements for Hack-up in §67-05.1 that are not inconsistent with the provisions of this section.
- (b) The chassis of the Accessible Vehicle, as originally manufactured, must have:
 - (1) A maximum horsepower of 290.
 - (2) The original equipment manufacturer's suspension and steering components.
 - (3) No bumper modifications.
 - (4) *Exception regarding bumpers:* A bumper modified to allow installation of a rear-entry ramp may be approved if it satisfies either of the following:
 - (i) The rear bumper is reinforced.
 - (ii) The modification meets or exceeds Federal Motor Vehicle Safety Standards crash testing requirements.
 - (iii) Any rear door lock modifications must meet the Federal Motor Vehicle Safety Standards and the lock must be attached to the chassis, not the ramp, unless a secondary lock is attached to the chassis.
 - (iv) The modifier must retain an engineer with a bachelor's degree in mechanical engineering with at least 3 years of experience in automotive manufacturing to certify that each vehicle was modified using the design tested to meet or exceed Federal Motor Vehicle Safety Standards.
 - (v) Separate certification for each vehicle must be presented when the vehicle is submitted for Hack-up as a Wheelchair Accessible Vehicle.

- (c) The Accessible Taxicab as manufactured by the original equipment manufacturer (“OEM”) or as modified by a National Highway Traffic Safety Administration (“NHTSA”)- approved second-stage manufacturer (or vehicle modifier), must meet all applicable Americans with Disability Act specifications as required for Wheelchair Accessible Vehicles, as well as the following specifications:
- (1) The minimum ground clearance (measured from frame, loaded to gross vehicle weight rating) must be 5 inches.
 - (2)
 - (i) The minimum passenger compartment length (measured from rear of driver’s seat base to rear seat base) must be 56 inches.
 - (ii) Exception: For an Accessible Taxicab designed to carry a Passenger using a wheelchair in the front right position beside the Driver, the minimum passenger compartment length must be 38 inches.
 - (3) The rear compartment of any vehicle approved for use as an Accessible Taxicab Model must meet the following dimensions as defined by the Society of Automotive Engineers:
 - (i) Effective legroom (L51) must be at least 34.6 inches.
 - (4) The front compartment of any vehicle approved for use as an Accessible Taxicab Model must meet the following dimensions:
 - (i) Effective legroom (L34) must be at least 40 inches.
 - (5) Total legroom (the sum of L34 and L51) must be at least 74.6 inches.
 - (6) Where a Wheelchair Accessible Vehicle is modified using a side entry conversion, the original floor of the Accessible Vehicle, if lowered, must be lowered from the base of the firewall to the area immediately in front of the rear axle.
 - (7) If a lowered floor assembly is in the process of converting a vehicle to a Wheelchair Accessible Vehicle, the lowered floor must be stainless steel (16 gauge minimum) or the equivalent.
 - (8) Sound-deadening material must be applied over the lowered metal floor and thoroughly secured.
 - (9) The wheelchair ramp must not obstruct the drivers’ rearview sight while in the stowed position.
 - (10) The system provided to securely hold one or more wheelchairs in place must be the system known as Q straint QRT Standard or its equal.
 - (11) No anchor points may project more than 1/8 of an inch above the finished floor.

- (12) If the Accessible Taxicab has a middle fold-up passenger seat, it must have a folding mechanism and base plate and must meet the requirements of the Federal Motor Vehicle Safety Standard No. 207, Code of Federal Regulations, title 49, and section 571.207.
 - (13) Any modifications to the rear air conditioning must be approved by the OEM.
 - (14) Any and all electrical wiring, other than as provided by the OEM, must be PVC-or-better insulated and color-coded for positive identification.
 - (15) The back-up alarm must be an electrically operated device that produces an intermittent audible signal when the Accessible Vehicle's transmission is shifted into reverse.
 - (16) The converted vehicle must be obtained from the same converter which has manufactured the necessary parts/components and provided the labor to convert the vehicle.
 - (17) Conversion of a vehicle with a salvage title certificate, as identified by a relevant State Department of Motor Vehicles, is prohibited.
 - (18) All approved Wheelchair Accessible Vehicles, whether modified or not, must meet all applicable federal and state emissions requirements and standards.
- (d) Accessible Official Taxicab Vehicle ("Accessible OTV") is the OTV modified in a manner that is consistent with the City's contract with Nissan North America.
- (e) *Requirements for used vehicle conversion to an Accessible Vehicle.* A used non-accessible vehicle may be Hacked-up as an Accessible Vehicle for use as an Accessible Taxicab, only if:
- (1) The converted vehicle meets the specifications set forth in this section.
 - (2) The converter is approved by the Commission and submits documentation in a form and manner prescribed by the Commission indicating that the conversion was performed in accordance with the specifications set forth in this section.
 - (3) The vehicle is included in the list of Commission approved vehicles posted on the TLC Web site.
 - (4) The converted vehicle passes the required Commission inspections.

§67-06 Requirements for Hacking Up a Taxicab

- (a) *Requirement.* Only Accessible Taxicab Models may be Hacked-Up.
- (b) *Putting Vehicle into Service the First Time.* An Accessible Taxicab Model may be Hacked-up for use as a Taxicab, only if it:
 - (1) Is new, having fewer than 500 miles on the odometer and is one of the

manufacturer's two latest vehicle model years (Example: If in calendar year 2022 the manufacturer introduces the 2023 Sienna, only 2022 and 2023 Siennas may be Hacked-up); or

- (2) Is a conversion of a used non-Accessible vehicle into an Accessible vehicle, as provided in subdivision (e) of section 67-05.2 of these Rules.
- (c) *Continuation in Service.* 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 Scheduled Retirement Date, as set forth in §67-18.
- (d) *Limited Right to "Re-Hack" for Transfer.* A vehicle that has been Hacked-up as an Accessible Taxicab may be transferred to another Medallion, with the approval of the Commission and only if the vehicle passes inspection and meets one of the following conditions:
 - (1) *Repossessions.* The vehicle is purchased through a bank or other lender that has acquired the right to sell the vehicle through repossession and the repossession occurs within 24 months of Hack-up.
 - (2) *Same Medallion Owner or Agent.* The owner (or owner's Agent) of the Medallion transfers the vehicle to another Medallion operated by the same owner or agent.
 - (3) *Transfer of Medallion and Vehicle.* A vehicle which is in use with an Independent Medallion can continue in use with that Medallion following the transfer of that Medallion until its Scheduled Retirement Date if it passes all inspections and if the vehicle meets all of the following:
 - (i) the vehicle is acquired by a Transferee of an Independent Medallion together with that Medallion from the Transferor of that Independent Medallion and
 - (ii) the vehicle was operated by the Transferor of that Independent Medallion with that Medallion.
- (e) *Re-Hack Transfer Inspection Fee.* The Commission may charge an inspection fee of \$50 to inspect a vehicle for transfer to another Medallion as a re-hack. If necessary, the Commission may charge \$25 for replacement of New York State DMV license plates.

§67-07 Requirements for Hack-up – Paint, Finish and Lighting

- (a) *Taxi Yellow.* The exterior of the vehicle must be painted taxi yellow (Dupont M6284 or its equivalent), except for trim. Samples of paint color and code are to be submitted to the Commission for approval.
- (b) *Front Design.* The front of the vehicle, and especially the bumper, should be designed with strong emphasis on reducing injury to pedestrians. There must be no unnecessary projections such as rigid hood ornaments.

- (c) *Signs.* The vehicle must be provided with signs that conform to the marking specifications in §58-32(i) of these rules.
- (d) *Auxiliary Turn Signals.* Suitable wiring must be provided for a pair of auxiliary turn signal lamps to be located next to the roof light. These lamps must not be activated with the brake lights.
- (e) *Roof Light.* The vehicle must be equipped with an approved Roof Light.

§67-08 Requirements for Hack-up – Occupant Accommodation

- (a) *Upholstery and Trim.*
 - (1) Must be an easy-to-clean material such as vinyl. *Exception:* If the vehicle manufacturer installed side airbags or a system which determines whether a seat is occupied for purposes of inflating an airbag, the upholstery must be that provided by the manufacturer.
 - (2) Must meet federal (MVSS) standards for flame resistance.
 - (3) Must have a surface suitable for mounting authorized decals.
- (b) *Seats.*
 - (1) A Taxicab may be equipped with either bucket or bench seats.
 - (2) The seats must not interfere with the partition and must meet all other Commission requirements.
 - (3) 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.
- (c) *Rear Windows.* A Taxicab must be equipped with rear windows that can be opened and closed by passengers.

§67-09 Requirements for Hack-up – Taximeters

- (a) *Requirement.* The vehicle must be equipped with a sealed, tamper-resistant Taximeter installed by a Licensed Taximeter Business according to the rules and regulations in Chapter 64. The Taximeter must be installed in a location approved by the Chairperson which permits safe operation of the vehicle and visibility to the passenger.
- (b) *Technical Specifications.* The Taximeter must meet the specifications and tolerances published in the most recent National Institute of Standards and Technology Handbook, and must be approved for use in New York by the NYS Department of Agriculture and Markets and the Commission. Any new Taximeter will be subject to a minimum three month test period before approval.

(c) *Other Technical Requirements.*

- (1) The Roof Light must be controlled by engaging the Taximeter.
- (2) The Taximeter must be capable of calculating and displaying all required rates of fare.
- (3) The Taximeter and all connections must be secure and tamper proof. All switches, wiring and caps must meet applicable specifications of the Society of Automotive Engineers.
- (4) Reserved.
- (5) The Taximeter must, at the end of the trip, display the total sum of the fare and any extras, taxes, or surcharges assessed on the trip.

§67-10 Requirements for Hack-up – Partitions

(a) *Requirement.*

- (1) The vehicle must be equipped with a partition that isolates the driver from the rear seat passengers or all passengers of the vehicle unless the vehicle is exempt from the partition requirement pursuant to §58-35(b) of Chapter 58 of these Rules.
- (2) The purpose of the partition is to provide protection to the driver while ensuring passenger safety and enabling rear seat passengers to enjoy a clear and unobstructed view of the TLC Driver License, Rate Card, and front windshield.

(b) *Technical Specifications.*

- (1) The partition must extend from the ceiling to a specific point as recommended by the Chairperson and approved by the Commission, based upon the make and model of the vehicle.
- (2) The transparent portion of the partition must be constructed of a mar-resistant polycarbonate not less than 0.375 inches thick that will provide passengers and drivers with maximum visibility.
 - (i) For a flat partition and a partition for a Taxicab with factory installed curtain airbags, the transparent portion must extend from the ceiling to join or overlap with the protective plate of the partition.
 - (ii) For an L shaped partition, on the side that is behind the driver, the transparent portion of the partition must extend from the ceiling to join or overlap with the protective plate of the partition. On the side that extends forward to back between the two front seats, the transparent portion of the partition must 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 must join or overlap with the transparent portion of the partition and extend downward to the floor of the vehicle. The protective plate must be a plate of 0.085-inch thick bullet-resistant ballistic steel or its equivalent if approved by the Deputy Commissioner for Safety and Emissions. The protective plate must be installed inside and covering the front seat's entire backrest.
 - (i) The protective plate must extend from the point that the transparent portion joins it downward to the floor of the Taxicab.
 - (ii) If the transparent portion overlaps the protective plate, the protective plate must extend from the point of joinder with the transparent portion downward to the floor of the Taxicab.
 - (iii) For an L shaped partition, the protective plate must also cover the right side of the center console between the two front seats.
- (4) The entire protective plate of each partition must have sufficient padding to prevent injury to any rear-seat passenger in case of an Collision or sudden stopping, and all surfaces must be free of sharp and rough edges.
- (5) There must be no opening or gap between the partition and the body of the vehicle larger than one inch, except for vehicles equipped with factory installed curtain airbags. In those vehicles, the partition shall allow a space of six inches on each side, sufficient to permit proper deployment of the curtain airbags unless the partition is specifically designed by the vehicle manufacturer to not interfere with the deployment of side curtain airbags.
- (6) In addition to meeting all other technical specifications, a partition may be installed only if it does not impair passenger and driver safety and has the following features:
 - (i) Allows passengers and drivers to communicate with each other
 - (ii) Allows passengers in the rear passenger compartment to pay fares by cash or by credit card (if the Taxicab is capable of accepting credit card payments) and to receive receipts for payments and transactions

§67-11 Requirements for Hack-up – Distress Signal Lights

- (a) *Requirement.* An owner must equip all Taxicabs with a help or distress signaling light system consisting of two turn signal type “lollipop” lights.
- (b) *Technical Specifications.*

- (1) One light must be mounted on the front center of the vehicle, either on top of the bumper or forward or behind the grill. A second light must be mounted on top of the rear bumper, to the left of the license plate.
- (2) Each light must be three to four inches in diameter, have a total rated output of 32 candle power, and be amber-colored or have an amber-colored lens so that the light output of the device is the color amber at 32 candle power.
- (3) The activator must be installed within easy reach of the driver, must be silent when operating, and must be fully solid-state.
- (4) The lights must be able to flash between 60 and 120 times per minute.
- (5) The wiring must not affect or interfere with, directly or otherwise, any wiring or circuitry used by the meter for measuring time or distance.

§67-12 Requirements for Hack-up – In-Vehicle Camera System (“IVCS”)

- (a) *Requirement.* When an existing IVCS is required to be replaced or when an IVCS system is installed (including, but not limited to, at Hack-up), it must be functioning and in good working order and meet the specifications and installation requirements below.
- (b) *Technical Specifications.*
 - (1) *Frequency.* The IVCS must capture at least one image per second, or capture video, while the engine is running and for at least ten (10) minutes after the engine is shut off.
 - (2) *Quality.* The IVCS must record sharp, undistorted, and clear images or video to enable the viewer to identify all passengers under all lighting conditions, including but not limited to dark and bright light, daylight, and backlight.

- (3) *Scope.* The IVCS must be able to capture the full face of all occupants of the vehicle, including the driver.
- (4) *Stamping.* The IVCS must record the following information on each image or video frame:
 - (i) Date and time,
 - (ii) Vehicle license number, and
 - (iii) IVCS serial number.
- (5) *Indicator.* The IVCS must indicate when the camera is operational and when there is a malfunction.
- (6) *Retention.* The IVCS must retain images or video for at least thirty (30) days.
- (7) *Stability.* The IVCS must be fastened securely with tamper-resistant hardware.
- (8) *Installation and repairs.* Installations and repairs of IVCS may be performed only by:
 - (i) Installers currently licensed by the Department of Consumer and Worker Protection or successor agency,
 - or
 - (ii) Taximeter Businesses.
- (9) *Access.* The IVCS must be accessible in the following ways:
 - (i) The IVCS and its contents, including image or video, may only be accessible to the Vehicle Owner and the Taximeter Business or licensed installer that installed the IVCS.
 - (ii) The Taximeter Business or licensed installer must provide image or video access to law enforcement agencies, including the New York City Police Department, the Vehicle Owner, and the Vehicle Driver, upon request, in standard digital formats.
- (10) *Inspection and approval.* Only IVCS models approved by TLC may satisfy the requirements of this section.
 - (i) After an approved IVCS model is installed, the Vehicle Owner must provide for inspection a notarized affidavit that includes images taken by the camera within 14 calendar days after installation, or after repair or modification after an approved IVCS model is installed.

- (11) *Recordkeeping.* IVCS manufacturers must keep a record of the IVCS installed in each TLC licensed vehicle with the following information:
- (i) The name of the camera model,
 - (ii) The name of the licensed installer,
 - (iii) The date of installation, and
 - (iv) TLC vehicle license number.
 - (v) The data must be made available to the Commission on a regular basis as determined by the TLC's Division of Safety and Emissions, and on demand.

§67-13 Requirements for Hack-up – Credential Holders

- (a) *Requirement.* A credential holder must be mounted behind the driver in the vehicle in a manner that does not block the driver's view. The holder will be on the partition if there is a partition, or on the headrest if there is no partition.
- (b) *Technical Specifications.* A credential holder frame mounted on the driver's side of the clear portion of the partition must conform to the following:
- (1) Be approved by the Commission.
 - (2) Be secured by either rivet or screw at least two inches above the frame supporting the clear portion of the partition and centered on the vehicle's steering column or the headrest on the driver's seat facing the rear passenger's compartment.
 - (3) The frame must have a drop-in or slide-in slot accessible only from the driver's compartment for the rate card and the driver's license.
 - (4) The frame must have sufficient illumination so that the rate card and the driver's license are clearly visible from the rear seat after dark.
 - (5) The frame must be sufficiently padded so as not to cause injury to the driver.

§67-14 Requirements for Hack-up – Air Conditioning

- (a) *Requirement.* All vehicles must 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 must include an auxiliary unit for the rear seating area.
- (b) *Technical Specifications.*

- (1) The auxiliary unit must be either standard equipment or optional equipment built into the vehicle by the vehicle manufacturer.
- (2) The auxiliary unit must have controls that passengers may operate in the rear passenger area.

§67-15 Requirements for Hack-up – Technology System

- (a) *Technology System.* Every Taxicab must be equipped with Technology System from a licensed Technology System Provider.

§67-16 Authorized Rooftop Advertising Fixture

- (a) *Authorized Rooftop Advertising Fixture.*
 - (1) Upon payment of an annual Advertising Permit Fee as described in Rule 58-07(g), a Medallion Owner may install and maintain an authorized Rooftop Advertising Fixture.
 - (2) A Medallion Owner must not install or maintain a Rooftop Advertising Fixture that is not authorized, or no longer authorized, by TLC.
- (b) *Grandfathered Authorized Rooftop Advertising Fixtures.* A Rooftop Advertising Fixture that is authorized by a Memorandum of Understanding between the Rooftop Advertising Fixture Provider and the TLC that is in effect on August 30, 2011 and was installed in accordance with these rules shall be deemed to comply with the requirements of these rules.
- (c) *Requirements for Obtaining TLC Approval of a Rooftop Advertising Fixture.*
 - (1) The Rooftop Advertising Fixture must be tested and certified in accordance with the Department of Defense Test Standard MIL-STD 810f by a licensed Professional Engineer and documentation of testing and certification must be submitted to TLC. (MIL-STD 810f can be found at <http://www.dtc.army.mil/navigator>.)
 - (2) The Rooftop Advertising Fixture must be approved by TLC's Safety and Emissions Division.
 - (3) The Rooftop Advertising Fixture Provider may post advertisements on the Rooftop Advertising Fixture. Such advertisements:
 - (i) must not exceed the physical dimensions of the advertising display surface of the rooftop unit

- (ii) Exception: An advertisement can exceed the dimensions of the advertising display surface of the rooftop unit by no more than 100 square inches if the certification by a Professional Engineer as required in paragraph one of this subdivision specifically states that the extension is safely supported upon the Rooftop Advertising Fixture.
- (4) The Rooftop Advertising Fixture must
 - (i) be two-sided, each side of a shape that is longer across and shorter in height, although not necessarily a rectangle;
 - (ii) display advertising material to the sides of the vehicle, and
 - (iii) not display advertising material to the front and back of the vehicle.
- (5) *Variation in approved design.*
 - (i) If the Rooftop Advertising Fixture Provider wants to deviate from an approved design, it must inform the TLC of any material variation in the original, approved design before installing a modified fixture.
 - (ii) The TLC shall, within fourteen (14) business days, inform the Rooftop Advertising Fixture Provider whether an additional authorization is required with respect to the modified Rooftop Advertising Fixture.
- (d) *Maintenance of Rooftop Advertising Fixture.* The Rooftop Advertising Fixture Provider must maintain the Rooftop Advertising Fixture in accordance with this Rule:
 - (1) The Rooftop Advertising Fixture Provider must ensure that the Rooftop Advertising Fixture
 - (i) is firmly affixed to each taxicab;
 - (ii) is otherwise operating in a safe manner;
 - (iii) is in good working order; this includes that the advertising displayed on the fixture is firmly affixed; and
 - (iv) displays current advertisements. A current advertisement is one that includes, but is not limited to, a defined event (such as advertisements for movies, concerts or events which have fixed

opening or running dates) and only remains current until 60 days following the completion or termination of the event, or promotes an existing business or consumer product.

- (2) (i) The Rooftop Advertising Fixture Provider must not display advertising that is offensive to public morals or is otherwise in violation of New York Penal Law Section 245.11.

- (ii) The Rooftop Advertising Fixture Provider must remove any advertising in violation of subparagraph (i) from public display within fifteen (15) days after a TLC request to remove such advertising.

(e) *Termination of Authorization of Rooftop Advertising Fixture.*

- (1) The Chairperson may terminate authorization of a Rooftop Advertising Fixture if the provider has not complied with the requirements stated in this Rule.
 - (i) Prior to terminating authorization, the Chairperson will give the Rooftop Advertising Fixture Provider notice of the Chairperson's intent to terminate authorization and shall provide detailed reasons for the action.
 - (ii) The Rooftop Advertising Fixture Provider shall have 21 business days after the notice to cure any defect or to respond to any concerns set forth in the notice unless the TLC extends the cure period.
 - (iii) If the Rooftop Advertising Fixture Provider fails to cure any defect or fail to respond to any concerns set forth in the Chairperson's notice to the satisfaction of the Chairperson within the time period allotted by the TLC, the Chairperson may promptly terminate authorization.
- (2) Notwithstanding the notice requirements of paragraph one, TLC may immediately terminate authorization of a Rooftop Advertising Fixture if the Chairperson determines there is an imminent threat to the health or safety of members of the public, taxi drivers, or other individuals.

§67-17 (Reserved)

§67-18 Scheduled Vehicle Retirement

(a) *New Vehicles*

- (1) Non-Wheelchair Accessible Vehicles

All vehicles Hacked-up as new vehicles pursuant to TLC Rule 67-06(b)(1) must be retired from Taxicab service and replaced no later than the first scheduled inspection of the vehicle occurring 84 months after the vehicle was Hacked-up.

(2) Wheelchair Accessible Vehicles

All new Accessible Vehicles that are or have been Hacked-up pursuant to TLC Rule 67-06(b)(1) shall have no set retirement date, contingent upon the Accessible vehicle passing its regularly scheduled inspections.

(b) *Used Vehicles*

(1) Non-Wheelchair Accessible Vehicles

All non-Accessible vehicles Hacked-up as used vehicles pursuant to TLC rule 67-06(b)(2) must be retired from Taxicab service and replaced no later than the first scheduled inspection of the vehicle occurring 84 months after the vehicle was Hacked-up, less the age of the vehicle as determined by the difference between the calendar year at Hack-up and the model year of the vehicle.

Example

A used 2018 model year vehicle that was hacked up in 2022 is three years old and must be retired from Taxicab service and replaced no later than the first scheduled inspection of the vehicle occurring 48 months after the vehicle was Hacked-up.

(2) Wheelchair Accessible Vehicles

All used Accessible Vehicles that are or have been Hacked-up pursuant to TLC Rule 67-05.2 shall have no set retirement date, contingent upon the Accessible vehicle passing its regularly scheduled inspections.

- (c) *Final Retirement Date.* A vehicle which cannot pass inspection as provided in subdivision (f) of section 19-504 of the Administrative Code must be replaced, regardless of whether its Scheduled Retirement Date has been reached. A vehicle other than a Wheelchair Accessible Vehicle that has reached its Scheduled Retirement Date, including any extensions previously provided for, must be retired as of that date regardless of whether it may still pass inspection.
- (d) *Hardship Extension:* The owner of a Taxicab may apply to the Chairperson for a one-time extension of up to six months from the Scheduled Retirement Date. To obtain approval of a hardship extension:

- (1) The vehicle owner must demonstrate an economic or other personal hardship that the Chairperson determines would create an undue burden upon the owner if the extension were not granted.
- (2) The vehicle owner must submit a request in writing, together with any supporting documentation, to the Chairperson at least 30 days before the Scheduled Retirement Date. This 30-day deadline may be waived by the Chairperson upon a showing of good cause.
- (3) The vehicle must continue to meet all safety and emission requirements throughout the extension. The Chairperson will withdraw any extension granted whenever the vehicle is determined by the Commission to be unsafe for operation.
- (4) The vehicle owner may not own more than one medallion.