

Introducing the

EpiGlare TESTER

Partnership Opportunities Available!

Cataracts are known to cause reduced vision and disabling glare. This is particularly significant for older patients driving an automobile at night. There is no accurate screening method currently available to measure vision in the presence of glare from headlights, streetlights and other bright sources of light in an otherwise dark environment. Lack of adequate documentation of this visual impairment in patients with cataracts may result in denial for coverage of cataract surgery from Medicare and other insurance companies. It is known that failure to treat patients with visually significant cataracts who may have difficulty driving at night increases the safety risk for themselves and others on the road.

- *Measure and document glare disability without leaving refracting lane*
- *Improve physician reimbursement*
- *Easy to use*
- *Compatible with manual refractor for maximum efficiency*
- *Documented high fidelity simulation of nighttime driving conditions*
- *Developed by a Cataract and Refractive Surgeon*

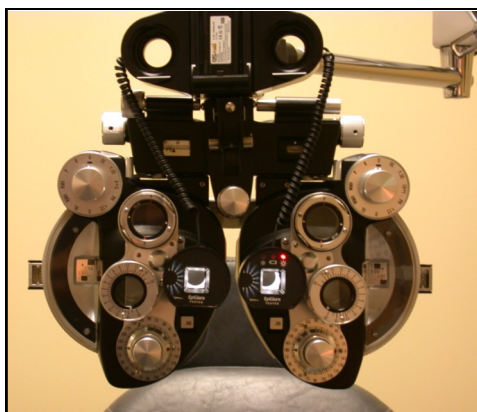


Closeup view of the EpiGlare Tester attached to the phoropter and ready to use.

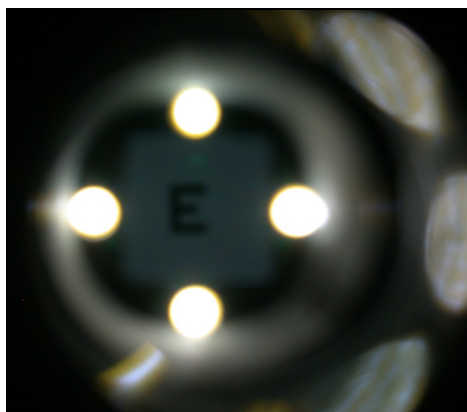
The market for EpiGlare is comprised of eye care providers, including ophthalmologists and optometrists. Currently it is estimated that there are 17,000 ophthalmologists and 40,000 optometrists in the US. Each provider typically has 3 to 4 examination rooms per office. Typically, doctors order instrumentation for each exam room. Based on these numbers, the total US Market is greater than \$90 million for this attachment. Market entry for this device is planned for Q2 2011.

The EpiGlare Tester is a patented attachment for a manual refractor and can be customized for different brands, allowing for documentation of the amount of visual disability resulting from glare experienced by patients with mild to moderate cataracts. The product is particularly useful in detecting visual impairment in night time conditions. The patient would read the standard Snellen chart at the same time that a virtual image of a headlight would be illuminated through the eye piece. Glare would be tested by

the line acuity of the Snellen chart - a standard operating procedure in an eye care doctors' office. Today there are no reliable methods to test for glare from oncoming headlights in patients with cataracts. Surgeons and other eye care providers may use a pen light to shine in the patient's eye as they ask the patient to read the standard Snellen chart. This test is very subjective as the intensity and the angle of light to the eye is not constant and results vary from provider to provider.



EpiGlare attached to a phoropter



Simulated headlights as seen through EpiGlare

To discuss partnership opportunities, please contact:

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