



Tongxin International Ltd. (TXIC), is focused on China's fast-growing commercial vehicle market. Through its initial combination of its wholly owned subsidiary, Hunan Tongxin Enterprise Ltd. ("Hunan Tongxin"), the Company's core business designs, manufactures, and sells Engineered Vehicle Body Structures ("EVBS" or "Truck Cabs") for light, medium and heavy duty trucks and commercial vehicles in China. As one of China's leading manufacturers, Tongxin also fabricates and tests dies and molds used by manufacturers in the commercial vehicle industry.

TONGXIN INTERNATIONAL LTD.

NasdaqGM : TXIC

SECTOR: AUTOMOTIVE
INDUSTRY: COMMERCIAL
VEHICLE OEM
MANUFACTURER

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SELECT FINANCIALS

NasdaqGM: TXIC

Fiscal Year End: Dec. 31st

Current Price (9/15/09): \$10.00

52-Week Range \$1.50-\$10.20

Market Cap: \$129 M

Shares Outstanding: 12.9 M

Total Shares: 16.2 M

2008 Revenue \$98.4 m
▲9.4%

2008 Adjusted Net Income \$9.0 M
▼1.0 %

2008 Adjusted EPS \$ 0.80
(exclusive of non cash charges & merger costs)

Legal Strobl & Sharp

Auditor BDO Seidman

INVESTMENT HIGHLIGHTS

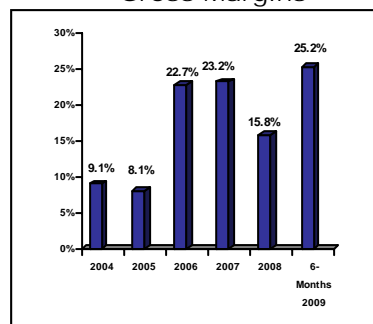
- Tongxin capitalizes on the niche automotive industries of commercial vehicles in China.
- TXIC's first business combination, Hunan Tongxin, is the largest independent supplier of Engineered Vehicle Body Structures (EVBS) in China and the market share leader in the space.
- Tongxin continues to target value-added suppliers in China's fast-growing automotive (commercial and mass passenger) industry.
- An experienced management team with more than 80 years of automotive industry experience provide acquired or joint venture partners with intellectual capital, management, cost oversight, guidance on international industry standards and years of supplier relations.
- In 2009, Tongxin signed 17 new manufacturing contracts and designed 3 new truck cabs for the market.
- **2008 revenue increased 9.4% to \$98.4 M versus prior year. Adjusted net income was \$9.0 M, a decrease of 1.0% for the year.**
- **Second quarter 2009 revenues increased 50.2% to \$34.8 million. Net income in the second quarter increased 80.4% to \$4.4 million.**
- **First half 2009 revenues increased 20.4% to \$64.4 M versus same period 2008. Net income for the first half reached \$8.5 M with EPS of \$0.75 for the first six months.**
- **2009 revenue guidance of \$120.0 M for the year, a 22.0% increase over 2008. 2009 net income guidance of \$14.7 M for the year, a 63.3 % increase over the adjusted (non-GAAP) net income total of \$9.0 for 2008.**

FINANCIAL PERFORMANCE

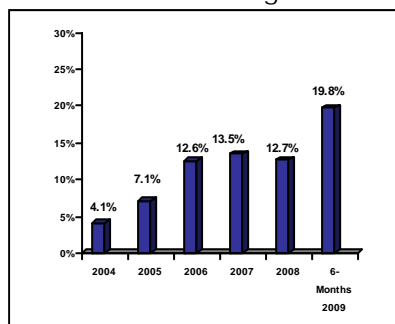
	FY 2007	FY 2008	vs. FY 2007	1H 2008	1H 2009	vs. 1H 2008
Revenue	\$ 89.9 M	\$ 98.4 M	▲9.5 %	\$53.4 M	\$64.4 M	▲20.4%
Gross Profit	\$ 20.8 M	\$ 14.8 M	▼35.1 %	\$12.2 M	\$16.3 M	▲33.2%
Net Income	\$ 9.1 M	\$ 9.0* M	▼1.0 %	\$6.0 M	\$8.5 M	▲41.7%
EPS (Fully-Diluted)	\$0.80	\$0.08	-	\$0.54	\$0.75	▲41.0%

* adjusted net income (non-GAAP) excluded non-cash warrant value and one time transactions costs.

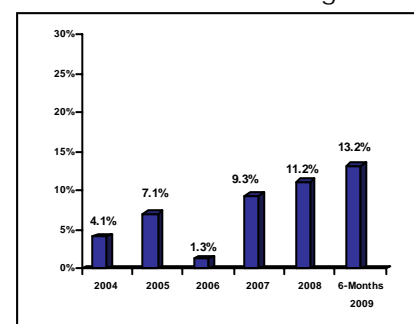
Gross Margins



EBITDA Margins



Net Income Margins

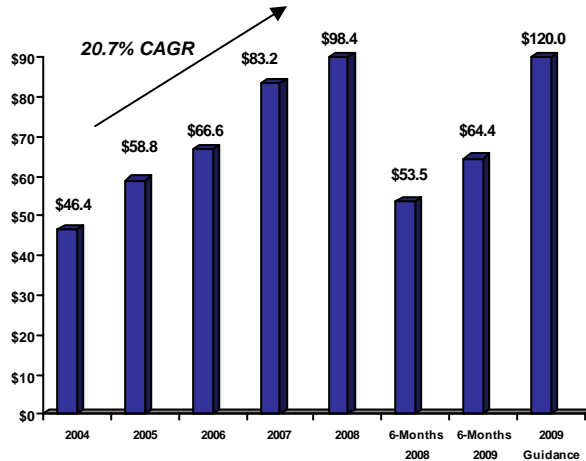


CHINA'S COMMERCIAL VEHICLE MARKET

- The market for EVBS in China is **\$20.5 B of which commercial cabs account for \$14 B.**
- China remains the largest producer of light, medium and heavy duty commercial vehicles and the largest exporter of commercial trucks. The market will reach approximately 463,000 by 2012 representing a 87% increase over 2007.
- Domestic manufacturers account for approximately 95% of the commercial vehicle sector.
- Trends in outsourcing production runs of parts and assemblies are increasing as Chinese auto manufacturers look to control costs and allocate resources into critical areas of R&D and design.
- The beginning of the 11th five-year plan (from 2006 to 2010) will trigger a fresh wave of fixed asset investment as China increases its road network to 85,000km from the current, 2007, level of 53,700km.
- Initiatives from Beijing's stimulus plan focus on infrastructure, an indirect market driver for the commercial vehicle and trucking industry in China.
- Beijing recognizes its Automotive Industry as one of the "key pillars" of its economy.



HUNAN TONGXIN REVENUE and MARGIN HIGHLIGHTS



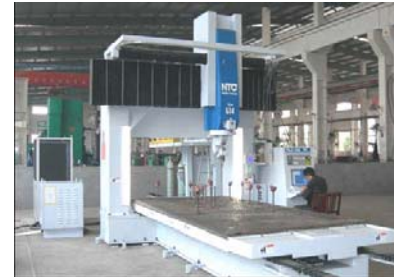
- Revenues for the four-year period through 2008 grew at 20.7% CAGR.
- 2008 revenues increased 9.4% despite downturn in automotive market and a series of events in China which restricted output in the second, third and fourth quarter of 2008.
- Q1 2009 revenues on par with 2008 Q1 revenues—Tongxin's single largest quarter for the 2008 year.
- Gross margins for 3-month ended March 31st 2009 record a 370 basis point improvement, up to 28.6% versus 24.9% respectively.
- Gross margins for the first half of 2009 improve 240 basis points versus 2008.
- Net income margins for the first half of 2009 also improve 200-basis points versus the same period 2008.
- 2009 Revenue Guidance represents 22% growth over 2008.

MARKET DRIVERS

- Government support of macroeconomic policies for the commercial vehicle market. Based on the national highway infrastructure plan, the government is investing an estimated RMB 2 trillion (USD 285 billion) on the 7-9-18 road development plan by 2020. The network will comprise 68,000 kilometers of truck roads, 17,000 kilometers of ring roads and improved linkages between cities.
- 31% growth in freight hauling, 2006–2010. 90% of all freight in China is carried by trucks compared with 60% in the US.
- Further growth opportunities to the export market in commercial vehicle segment is likely to become a key industry driver.
- China commercial automotive industry is 95% owned and operated by Chinese companies. China is the #1 exporter of trucks in the world.

COMPETITIVE ADVANTAGES

- **Located in Changsha**—central area of China. Cost advantages in terms of labor, land and logistics.
- Market share leader in the segment with a **diversified based of more than 130 customers** in 20 provinces.
- Tongxin has been **in business for more than 20 years and developed extensive understanding of customer needs and market trends.**
- A **pollution control enterprise** in Hunan province, meeting China's increasingly strict environmental standards. Built a large sewage treatment center in accordance with national environmental standards. Waste water discharged is biologically treated and meets the first level of national emission standards.



GROWTH STRATEGIES

- **Introduce new products, including high-content cab interiors**
 - Medium Duty Truck Cab
 - OEM interior Trim Parts
- **Gain share in overseas emerging markets by adopting a comprehensive export strategy**
- **Gain market shares in collision parts aftermarket.**
 - New Aftermarket Stampings
- **Enter into new vehicle market segment.**
 - Body-in-White Sport Utility vehicle
- **Potential acquisitions to complement core competency and for vertical integration.**



EXECUTIVE MANAGEMENT AND BOARD OF DIRECTORS

Mr. Rudy Wilson, Director and CEO of Tongxin International – Mr. Wilson has over 33 years of automotive experience including 3 years living and working in China. Rudy has served on several Chinese joint venture boards in various director capacities, responsible for identifying growth opportunities for new Chinese joint ventures.

Ms. Jackie Chang— CFO and CAO of Tongxin International— Ms. Chang has 20 years of accounting and finance experience of which 18 years are automotive industry focused. Ms. Chang served as the General Manager of Control for Nissan North America and oversaw the company's sourcing and JV operations in China. Chang was also responsible to convert Chinese GAAP to IFRS for Nissan's OE partners. Chang is bi-lingual, Mandarin and English.

Mr. William Zielke, Director – Mr. Zielke has more than 25 years experience in automotive M&A activities, including 14 years experience in the China automotive market. William served on boards with supplier firms in China, Saudi Arabia, Mexico, Belgium and Korea. William also authored board training modules and conducted trainings.

Mr. Duanxiang Zhang, Director, CEO of Hunan Tongxin, Vice Chairman of Tongxin International — Founder of Hunan Tongxin Industry Co., Ltd. Mr. Zhang has been recognized twice as one of the top 10 economic outstanding business executives and once as an excellent private entrepreneur in Hunan province. Mr. Zhang also is the committee member of China Private Entrepreneur Association and premier vice president of Hunan Private Entrepreneur Society.

Mr. Weiwu Peng, Director and COO of Hunan Tongxin -- Mr. Peng has more than 20 years with Hunan Tongxin helping to grow the company. Mr. Peng is responsible for improving Tongxin's production process and enhancing product development resulting in the development of 128 brand products and 9 product series in the past 22 years. His work has been recognized by the China Institute of Technology in 2003 for developing Tongxin's "Thin Stamping Process and Design Theory in Vehicle Manufacturing Application."

Statements included in this document may constitute forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995. Such statements involve a number of risks and uncertainties such as competitive factors, technological development, market demand, and the company's ability to obtain new contracts and accurately estimate net revenues due to variability in size, scope and duration of projects, and its ability to complete and integrate future acquisition opportunities. As a result, actual results may differ materially from any financial outlooks stated herein. Common stocks involve significant risk and it is possible to lose your entire capital investment. Further information on potential factors that could affect the company's financial results can be found on www.sec.gov. HC International provides investor relations services for Tongxin International under a contract from August 1, 2008—July 31, 2009 and receives nine thousand dollars per month and a warrant to purchase thirty thousand shares of common stock at an exercise price of \$7.50/share. Principals and consultants of HCI may own stock in TXIC from time to time. This information does not provide an analysis of the Company's financial position and is not a solicitation to purchase or sell securities of the Company.