

企业动态

OFFICIAL NEWSLETTER



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外部培训- LOTOTO 培训

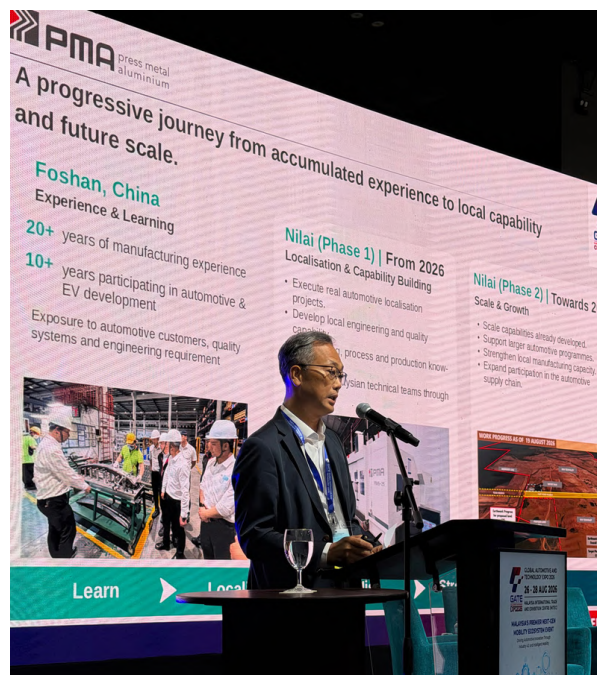
External Training- LOTOTO training



推进本地化 | PMB ALUMINIUM 亮相 GATE 2026 携手产业伙伴，共建马来西亚汽车产业生态

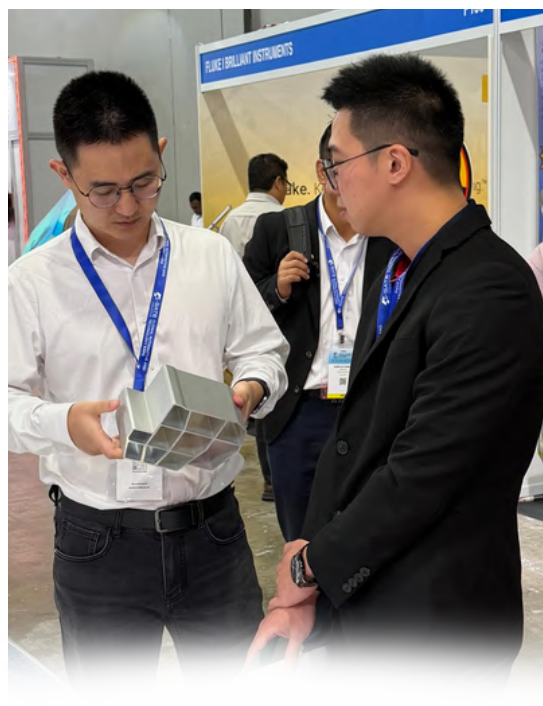
近日，PMB Aluminium亮相Global Automotive and Technology Expo (GATE) 2026，并与马来西亚投资发展局（MIDA）联合展出，与政府机构、汽车整车企业、行业协会及产业伙伴共同探讨马来西亚汽车制造与供应链本地化的发展机遇。

作为本次活动的重要交流环节之一，PMB Aluminium首席运营官林廷鑑先生受邀在论坛上分享Press Metal在汽车产业发展及本地化方面的实践与经验，介绍公司如何将多年积累的汽车铝材、零部件制造、工程技术及质量管理经验，逐步与马来西亚本地制造能力相结合，支持汽车零部件供应链本地化发展。



过去十多年，公司持续参与汽车相关项目，在铝材制造、精密加工、质量管理及汽车零部件生产等方面不断积累经验。如今，我们正逐步将这些经验、技术知识和制造能力带到马来西亚，并结合本地产业基础，为汽车零部件供应链本地化发展提供支持。

对PMB Aluminium而言，本地化并不只是生产地点的转移，更重要的是让长期积累的制造经验在本地落地——从技术与工艺，到质量体系；从供应链建设，到本地团队能力与人才培养，逐步建立能够长期服务汽车产业的本地制造能力。

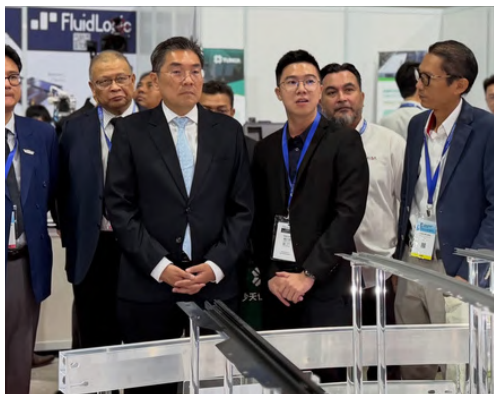


这是PMB Aluminium深化汽车产业本地化发展的又一个重要里程碑。

汇聚行业交流，共话汽车产业新机遇

政府与产业机构 | 了解产业发展方向

活动期间，公司与马来西亚政府及相关产业机构进行交流，围绕汽车产业发展、本地化制造、投资环境及供应链建设等议题交换意见，进一步了解马来西亚汽车产业未来的发展方向与需求。



马来西亚投资、贸易及工业部副部长沈志勤



马来西亚能源转型及水务转型部副部长拿督斯里阿都拉曼（YB Dato' Sri Abdul Rahman bin Haji Mohamad）



砂拉越能源与环境可持续发展部副部长拿督哈兹兰博士（YB Datuk Dr. Haji Hazland bin Haji Abang Hipni）

整车企业 | 了解客户与应用需求

公司与PROTON，PERODUA 等汽车企业管理层交流，围绕新能源汽车发展、汽车轻量化、铝合金材料及零部件应用、工程开发和本地供应链等议题交换意见，进一步了解整车企业未来的产品及本地化需求。



宝腾（PROTON）副首席执行官 Dato' Ir Abdul Rashid Bin Musa



宝腾（PROTON）首席战略官Yusuf Yusuf（左三）与第二国产车供应商协会（Perodua Suppliers Association）副主席Mohd Sirajuddeen Ab Rahim（右三）和公司代表交流。

行业协会与供应链 | 连接本地产业生态

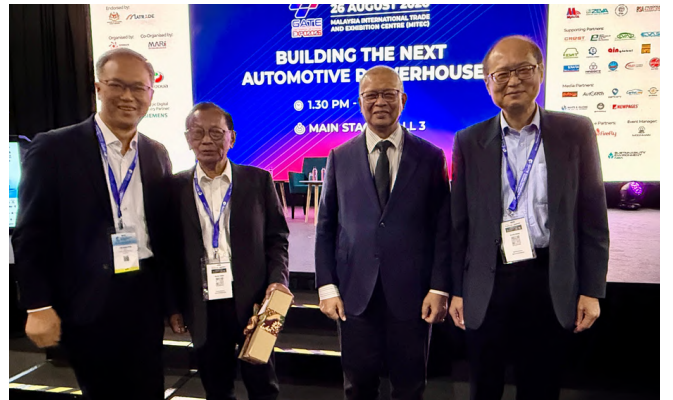
通过与EVAM, 及产业伙伴交流, 公司进一步了解马来西亚汽车零部件供应体系、新能源汽车产业发展趋势及本地供应链需求, 并积极探索更多汽车零部件本地化合作机会。

技术与人才 | 建设长期能力

汽车产业本地化不仅需要制造能力, 也需要技术、工程及人才体系的长期建设。公司将持续加强与产业机构、科研单位及高校的交流与合作, 推动技术知识、工程能力及人才培养在马来西亚逐步扎根。



马来西亚电动车协会 (EVAM) 主席
Dato Dennis Chuah (右一)



马来西亚汽车、机器人及物联网研究院 (MARii)
主席Datuk Dr. Aminar Rashid Salleh (右二) 与
EPMB执行主席Hamidon bin Abdullah (左二)

GATE 2026不仅是一次展示与交流, 更是PMB Aluminium进一步连接马来西亚汽车产业生态的重要平台。

通过与政府机构、整车企业、行业协会、技术机构及产业伙伴的交流, 我们进一步了解汽车产业发展的新趋势、新需求与新机遇。



未来, PMB Aluminium将继续发挥从铝材、挤压到精密加工的一体化制造能力, 把多年积累的汽车制造经验与马来西亚本地产业优势相结合, 持续推动技术、制造、供应链与人才能力建设, 与产业伙伴共同探索更多汽车零部件本地化机会, 为马来西亚汽车产业发展贡献力量。

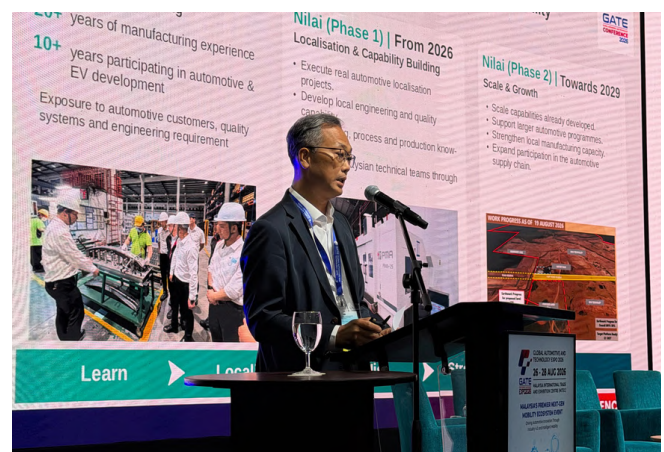


PMB ALUMINIUM ADVANCES AUTOMOTIVE LOCALISATION AT GATE 2026

PMB Aluminium recently participated in the Global Automotive and Technology Expo (GATE) 2026, exhibiting alongside the Malaysian Investment Development Authority (MIDA) and engaging with government agencies, automotive OEMs, industry associations and supply-chain partners on the opportunities shaping Malaysia's automotive manufacturing and localisation landscape.

As part of the event, Mr. Lim Heng Kam, Chief Operating Officer of PMB Aluminium, was invited to speak at the GATE conference, where he shared Press Metal's experience in automotive manufacturing and localisation.

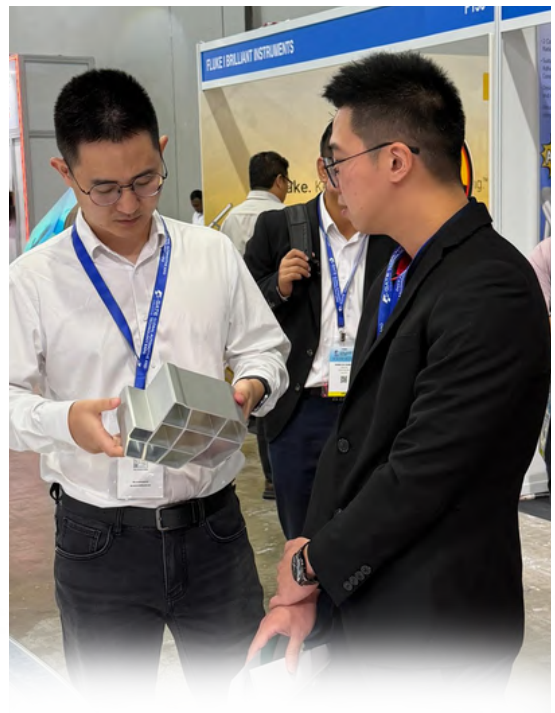
His presentation highlighted how the Group is progressively bringing its accumulated capabilities in automotive aluminium, component manufacturing, engineering and quality management into its Malaysian operations to support the localisation of the automotive component supply chain.



With more than a decade of experience in automotive-related programmes, the Group has built practical know-how across aluminium manufacturing, precision fabrication, quality management and automotive component production.

Today, this experience is being progressively transferred into Malaysia and integrated with local manufacturing capabilities to support the evolving needs of the automotive industry.

For PMB Aluminium, localisation is more than simply relocating production. It is about building sustainable local capability — transferring manufacturing know-how and process expertise, strengthening quality systems and supply-chain capabilities, and developing local engineering and technical talent to support the automotive industry over the long term.



This marks another important milestone in PMB Aluminium's journey towards deeper participation in Malaysia's automotive ecosystem.

CONNECTING WITH INDUSTRY LEADERS

Government & Industry Agencies | Understanding Industry Direction

Throughout GATE 2026, PMB Aluminium engaged with government and industry agencies on Malaysia's automotive development priorities, localisation, investment opportunities and supply-chain development. These exchanges provided valuable perspectives on the direction of the industry and the capabilities required to support Malaysia's evolving automotive manufacturing landscape.



YB Sim Tze Tzin, Deputy Minister of Investment, Trade and Industry



YB Dato' Sri Abdul Rahman bin Haji Mohamad, Deputy Minister of Energy Transition and Water Transformation (PETRA),



YB Datuk Dr. Haji Hazland bin Haji Abang Hipni, Deputy Minister for Energy and Environmental Sustainability Sarawak,

Automotive OEMs | Understanding Future Product & Application Requirements

Engagements with management representatives from PROTON, PERODUA and other automotive companies provided opportunities to better understand OEM priorities across new energy vehicles, automotive lightweighting, aluminium alloy and component applications, engineering development and local sourcing.

The discussions also provided greater insight into future product requirements and the opportunities for local manufacturers to participate more deeply in OEM supply chains.



Dato' Ir Abdul Rashid Bin Musa, Deputy CEO of PROTON



Yusri Yusuf, Chief Strategy Officer of PROTON (Third from Left) and Mohd Sirajuddeen Ab Rahim, Deputy President of Perodua Suppliers Association (third from right)

Industry Associations & Supply Chain | Connecting with the Local Ecosystem

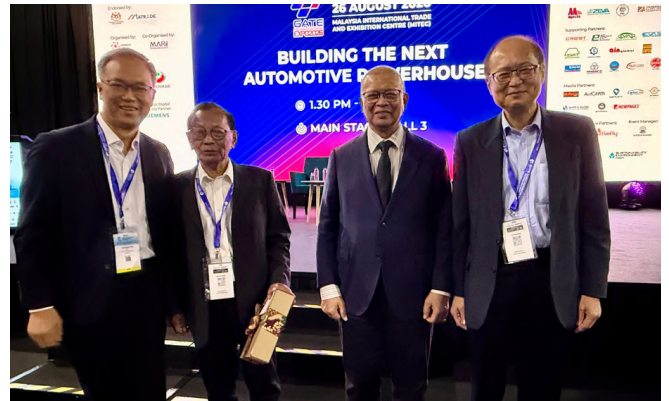
Through discussions with EVAM and other industry and supply-chain partners, PMB Aluminium gained further insights into Malaysia's automotive component supply base, the development of the EV ecosystem and emerging localisation requirements.

Technology & Talent | Building Long-Term Capability

A strong local automotive supply chain requires not only manufacturing capacity, but also engineering expertise, technical know-how and talent development. PMB Aluminium will continue working with industry and academic partners to strengthen knowledge transfer and build long-term automotive capabilities in Malaysia.



Dato Dennis Chuah, President of EVAM
(First from Right)



Hamidon bin Abdullah, Executive Chairman of EPMB
(Second from Left) and
Datuk Dr. Aminar Rashid Salleh, Chairman of MARII
(Second from Right)

GATE 2026 was more than a platform to showcase our capabilities. It provided PMB Aluminium with an important opportunity to connect more deeply with Malaysia's automotive ecosystem.



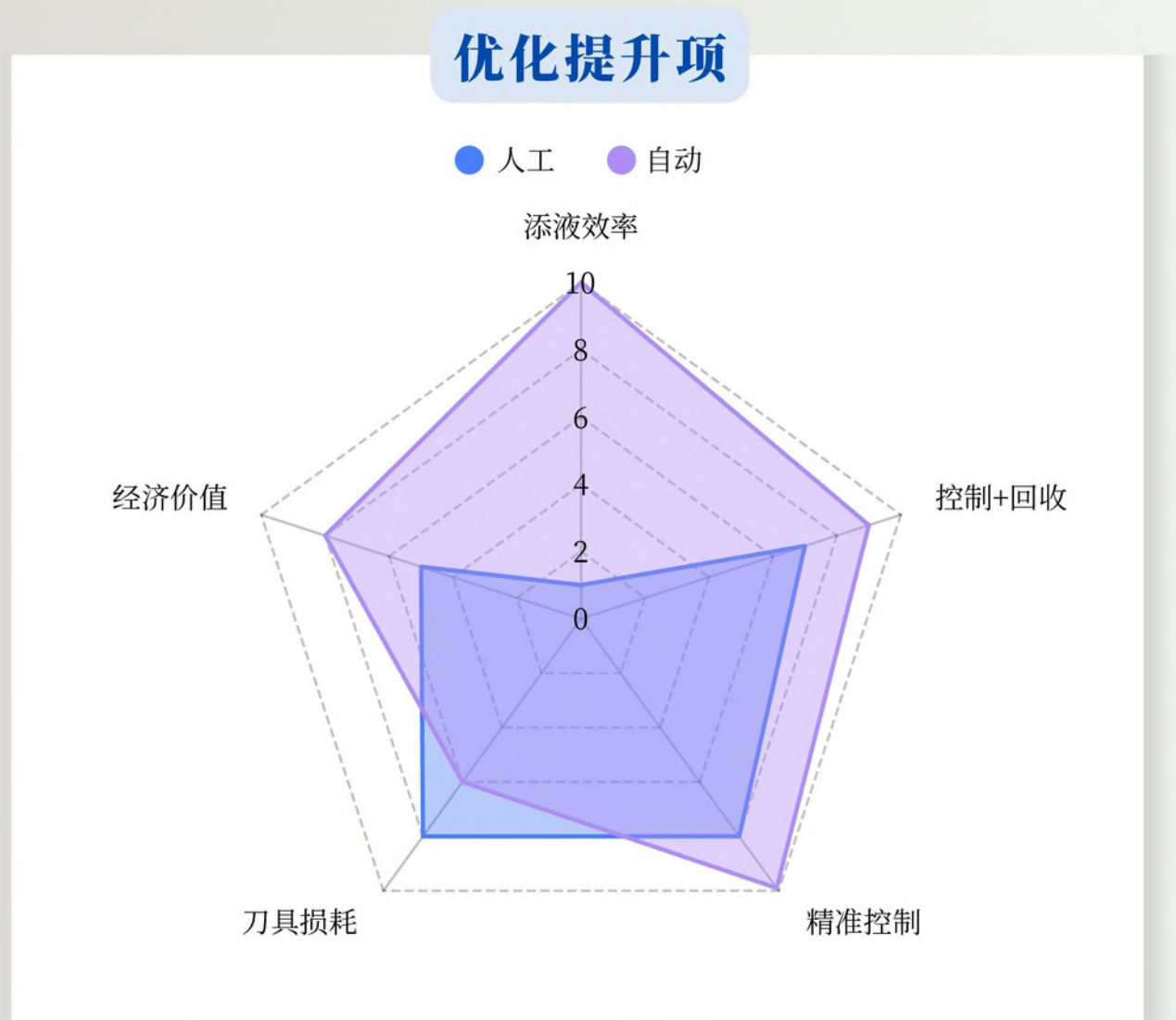
Moving forward, we will continue combining our integrated aluminium manufacturing capabilities with proven automotive experience to support localisation opportunities and strengthen Malaysia's automotive supply chain.

科技赋能智造系列——澳美高新集中供液系统革新

由澳美高新主导的“高新集中供液过滤回收系统”改善项目已正式投入运营。该项目通过引入自动化集中供液系统，革新了传统切削液管理模式，在提升生产效率、降低运营成本及保障加工精度方面提供了更精益的生产模式。

长期以来，传统切削液管理依赖人工进行配比、转运、添加及过滤，不仅耗时耗力，且难以保证浓度精准与液体洁净度，导致刀具损耗加快、工件不良率上升及切削液浪费等问题。

此次上线的集中供液系统，集成了自动配液、浓度监测、智能补液、除渣过滤及杀菌除臭等核心功能，实现了切削液管理的全流程自动化与智能化。



单台设备添加时间从传统的30-60分钟缩短至 3分钟。项目预设每月可节省人工工时高达20,760分钟，同时，原液使用率从60-70%提升至 90%以上。系统确保了切削液性能稳定，使其无需整体更换，仅需补充即可，进一步延长了使用寿命。

本次改善不仅是一次自主性的降本增效举措，更是构建精益化管理体系的蓝本。我们立足长远，将短期效益转化为长期运营韧性；后续，我们也将持续关注追踪改善后的运营数据，深耕细节，推动管理颗粒度持续细化，让精益思维真正融入日常运营的每一个环节。

撰写：张汉强、祝宇琪

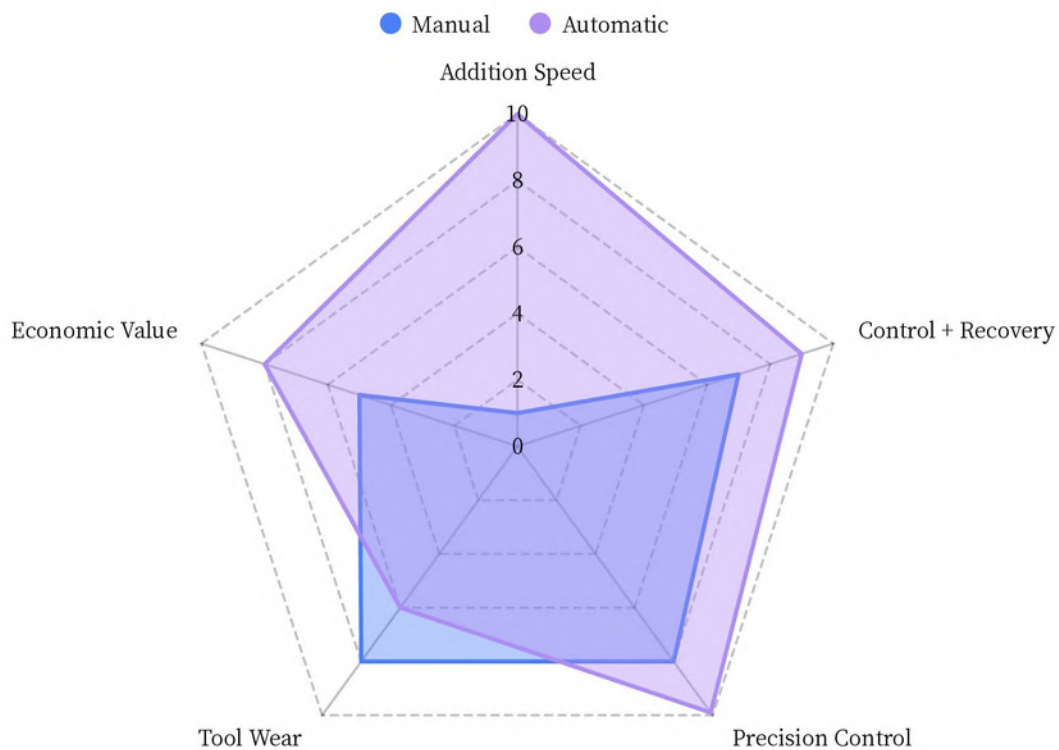
TECH-ENABLED SMART MANUFACTURING SERIES — PMIT CENTRALIZED SUPPLY SYSTEM OVERHAUL

The "Centralized Coolant Filtration & Recovery System" improvement project, led by PMIT, is now officially operational. By introducing an automated centralized supply system, this project revolutionizes the traditional coolant management model, providing a more lean production mode that enhances efficiency, reduces operational costs, and ensures machining precision.

Historically, traditional coolant management relied on manual proportioning, transportation, addition, and filtration. This was not only time and labor-intensive but also struggled to guarantee concentration accuracy and liquid cleanliness, leading to accelerated tool wear, higher defect rates, and coolant wastage.

The newly launched centralized supply system integrates core functions such as automatic mixing, concentration monitoring, intelligent replenishment, debris filtration, and sterilization/deodorization, achieving full-process automation and intelligence in coolant management.

Optimization Highlights



Single equipment addition time has been reduced from the traditional 30-60 minutes to 3 minutes. The project is expected to save 20,760 man-minutes per month. Meanwhile, the neat fluid utilization rate has increased from 60-70% to over 90%. The system ensures stable coolant performance, eliminating the need for full replacement; simple replenishment suffices, further extending service life.

This improvement is not only an autonomous cost-reduction and efficiency-enhancement measure but also a blueprint for building a lean management system. We take a long-term view, transforming short-term benefits into long-term operational resilience. Moving forward, we will continuously track post-improvement operational data, deepen our focus on details, drive the continuous refinement of management granularity, and ensure lean thinking is truly integrated into every aspect of daily operations.

Author: Hanqing Zhang, Zoey Zhu

从“型材供应商”到“价值共创者”： 在细节与远见之间，重塑制造的温度



人物专访 — 周晶哲



当制造业从“卖型材”转向“嵌入产业链”，技术人的角色也在悄然重塑。我们对话了一位从车间实习生成长为研发负责人的工程师——他的故事里，有铝材在高速碰撞下的塑性考量，有预研技术“早已储备”的从容，也有对车间里每一度温度波动的敬畏。这不仅是一次关于材料科学的对话，更是一份关于“求真务实”与“人与人关系”的管理手记。

一、嵌入产业链，做懂场景的解决方案专家

“我们并非在销售铝型材，而是在嵌入客户的产业链，提供深度的解决方案。”采访伊始，他便清晰地界定了角色的转变。在他看来，不同的细分领域有着截然不同的“语言”——3C消费电子关注的是材料表面处理后的外观效果，因为最终产品直面消费者；而汽车零部件，特别是防撞梁、电池托盘等关键安全件，则关乎生命的守护。

“检验是很难做到100%全检的，我们需要进行的是过程管控。”他强调，从铝棒均质热处理、挤压工艺、淬火调整到时效，整个工艺链条的调整是一个系统性工程，而非单一环节的优化。汽车处于高速碰撞工况，对材料的塑性、吸能性和耐腐蚀性都有明确要求——这与3C领域只需要通过跌落测试的逻辑完全不同。“最终我们不是只做个型材，我们是做服务于那一个细分领域的产品，根据它的产品提炼出特殊要求，然后针对要求去做相应的开发。”

当下的汽车行业，“内卷”是绕不开的关键词。主机厂对成本的要求极为严苛，而新能源车因电池增重带来的轻量化需求又比以往任何时候都更强烈。面对这一痛点，他提出了极具建设性的思路：“铝价是市场定的，我们无法左右。但我们可以通过提升材料强度，在保证性能的前提下减少铝的用量——原材料成本自然就降下来了。”

这是一个优雅的方案：传统轻量化往往需要额外投入，但他和团队向客户证明的是，通过高强度材料的开发，可以在不增加甚至降低综合成本的前提下实现减重。因为铝在零部件成本中占比极高，减铝即降本。“这是一个我们跟客户双赢的方向。”他语气笃定。客户的技术人员要的不是单纯压价，而是“有没有更好的工艺方案来做到成本降低”。这，才是技术解决方案提供商存在的意义。

二、共生与预判：在不确定性中寻找确定性

从3C到汽车，再到未来可能的数据中心、储能、机器人——每一个赛道对导热导电、疲劳寿命、长期振动的诉求各不相同。嵌入产业链，意味着持续学习、持续适配，而非一招鲜吃遍天。

谈及多材料复合应用的趋势，他以奥迪A8的材料演变及储能行业为例，阐述了“共生”的理念。“没有一种材料能解决所有问题。”他认为，未来的方向是复合化，企业无需担忧被替代，而应聚焦于寻找铝型材在导热、结构轻量化等方面的独特优势，并最大化地发挥这些优势。

在研发模式上，他强调“预研”的重要性。“最令人愉悦的时刻，莫过于客户提出新需求时，你告诉他这项技术我们早已储备。”这种从容，来自于对行业趋势的敏锐洞察和前瞻性的技术布局。当然，预判也伴随着风险，方向的选择比盲目的努力更为关键。这要求研发人员不仅要有技术的深度，更要有市场的广度。

三、求真务实：从车间走出的管理哲学

当话题转向人才培养，他的语调变得柔和而坚定。回忆起刚入职时作为管培生在车间抬铝的经历，他坦言曾有过失落，但很快意识到这是职业生涯的宝贵财富。

“如果不了解车间的实际生产，实验室的数据很可能因为没有考虑工程变量而失去参考价值。”因此，他坚持要求新入职的工程师深入各车间轮岗，亲手操作、观察细节。这不仅是为了积累技术经验，更是为了建立与生产体系的良性互动。

他特别提到了行业内普遍存在的“技术与生产对立”的刻板印象。“生产部门有自己的KPI，技术人员不能只坐在办公室发号施令。”他分享了自己的沟通哲学：建立人与人之间的联系，形成“我帮你解决问题，你帮我落地测试”的互助关系。这种基于理解与信任的协作，远比生硬的管理指令更有效。

四、从执行者到决策者：视野的宽度决定事业的高度

从一名刚来到澳美时在车间抬铝的实习生，到如今带领团队进行前沿技术开发的决策者，他认为，角色转变的核心在于视野的拓宽。

“对于技术人员来讲，技术的深度是基础，但如果你只有深度没有广度，就会很受限。”他建议团队成员，不要只盯着自己的一亩三分地，要广泛了解市场、客户及内部各生产环节的需求。只有充分理解业务的全貌，才能做出准确的战略判断。

在他看来，研发人员更像是一个“裁判”，需要客观、公正地评估技术可行性，而不是陷入无谓的内部争执。通过“铁三角”（业务、技术、交付）的协同模式，大家各司其职，共同服务于客户价值的最大化。

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采访结束，机器声依旧，但属于人的光芒已然清晰。在这个时代，总有人选择站在前面，分享一条全新的道路：尊重技术，更尊重人；追求利润，更追求可持续的价值共创。正是这种对‘求真务实’的坚守和对‘人文温度’的呵护，构筑了齐力澳美最坚固的护城河。

撰写：祝宇琪

FROM EXTRUSION SUPPLIER TO VALUE CO-CREATOR: PRECISION AND FORESIGHT IN MANUFACTURING



FEATURE INTERVIEW —ATZE ZHOU



As manufacturing shifts from selling extrusions to embedding in the value chain, the role of technical professionals is being redefined. We spoke with an engineer who progressed from a shop floor intern to an R&D leader. His journey encompasses the plasticity of aluminum under high-speed crash impacts, the quiet confidence of having pre-researched technologies ready in the pipeline, and a profound respect for every temperature fluctuation on the shop floor. This is more than a conversation about materials science; it is a management journal on pragmatism and human connection.

I. Embedding in the Value Chain: The Application-Driven Solution Expert

"We are not just selling aluminum extrusions; we are embedding ourselves into our customers' value chains to provide deep, integrated solutions." At the very beginning of the interview, Atze clearly defined this shift in PMI's role. In his view, different industry verticals speak entirely different "languages." The 3C consumer electronics sector focuses on surface finishes and aesthetics, as the end products face consumers directly. In contrast, automotive components—especially critical safety parts like crash management systems and battery trays—are fundamentally about protecting lives.

"Achieving 100% inspection is unfeasible; our focus must be on process control," Atze emphasized. Adjusting the entire production chain—from billet homogenization and extrusion to quenching and aging—is a systematic engineering effort, not just an optimization of isolated steps.

Automotive components endure high-speed crash scenarios, demanding strict requirements for plasticity, energy absorption, and corrosion resistance. This logic is completely different from the 3C sector, which primarily relies on drop tests. "Ultimately, we don't just manufacture extrusions. We develop products tailored to specific industry segments, extracting their unique requirements and engineering targeted solutions accordingly."

In today's highly competitive automotive market, OEMs demand rigorous cost control, while the added weight of batteries in NEVs makes lightweighting more critical than ever. Addressing this pain point, Atze offered a highly constructive perspective: "Aluminum prices are market-driven and beyond our control. However, by increasing material strength, we can reduce aluminum consumption while maintaining performance, which naturally drives down raw material costs."

This is an elegant solution. Traditional lightweighting often requires additional investment, but Atze and his team have proven to clients that developing high-strength materials can achieve weight reduction without increasing—and sometimes even lowering—overall costs. Since aluminum accounts for a massive portion of component costs, reducing its usage directly translates to cost savings.

"This is a true win-win direction for us and our clients," Atze stated with conviction. Technical personnel at OEMs aren't just looking for simple price cuts; they want to know, "Is there a better process solution to reduce costs?" This is exactly why technical solution providers exist.

II. Symbiosis and Foresight: Finding Certainty in Uncertainty

From 3C to automotive, and potentially to data centers, energy storage, and robotics, each sector has distinct demands for thermal/electrical conductivity, fatigue life, and vibration resistance. Embedding in the value chain requires continuous learning and adaptation.

Discussing the trend of multi-material composite applications, Atze cited the material evolution of the Audi A8 and the energy storage sector to illustrate the concept of “symbiosis.” “No single material can solve every problem.” He believes the future lies in composites. Rather than fearing replacement, companies should focus on finding and maximizing the unique advantages of aluminum extrusions, such as thermal conductivity and structural lightweighting.

Regarding R&D models, Atze stressed the importance of “advanced research.” “The most rewarding moment is when a client raises a new requirement, and you can confirm we already have that technology in our pipeline.” This confidence stems from keen insights into industry trends and forward-looking technical planning. Of course, forecasting carries risks; choosing the right direction is far more critical than blind effort. This requires R&D personnel to possess not only technical depth but also broad market awareness.

III. Pragmatism: A Management Philosophy Forged on the Shop Floor

When the conversation shifted to talent development, Atze’s tone became both gentle and resolute. Recalling his early days as a management trainee lifting aluminum in the workshop, he admitted to feeling a sense of disappointment, but quickly realized it was a priceless asset to his career. “If you don’t understand actual shop floor production, lab data often loses its reference value because engineering variables are ignored.” Therefore, he insists that newly hired engineers rotate through various workshops to operate equipment and observe details firsthand. This is not just about accumulating technical experience, but about building a positive, interactive relationship with the production system.

He specifically addressed the common industry stereotype of “R&D versus Production.” “Production departments have their own KPIs. Technical staff cannot simply sit in offices and issue commands.” Sharing his communication philosophy, he emphasized building human connections to foster a mutual support system: “I help you solve problems, and you help me validate tests.” This collaboration, rooted in understanding and trust, is far more effective than rigid management directives.

IV. From Executor to Decision-Maker: Vision Dictates Altitude

Transitioning from an intern lifting aluminum upon joining PMI to a decision-maker leading cutting-edge R&D, Atze believes the core of this role evolution lies in broadening one’s horizon.

“For technical professionals, depth is the foundation. But without breadth, you will be severely limited.” He advises team members not to just focus on their own silos, but to understand market trends, customer needs, and internal production processes comprehensively. Only by grasping the full business picture can one make accurate strategic judgments.

In his view, R&D professionals act more like “referees,” objectively and fairly evaluating technical feasibility rather than getting entangled in unnecessary internal disputes. Through the “Iron Triangle” collaboration model (Business, Technology, and Delivery), each function aligns to maximize customer value.

As the interview concluded, the hum of machinery continued, but the human element shone through clearly. In this era, some choose to step forward and pave a new path: respecting technology, but respecting people even more; pursuing profit, but pursuing sustainable value co-creation even more. It is precisely this adherence to pragmatism and nurturing of human warmth that builds PMI’s most formidable moat.

Author: Zoey Zhu

推动本地生产：

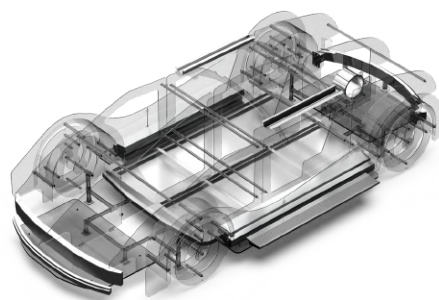
PMB Aluminium 推进马来西亚汽车零部件本地化进程



PMB Aluminium 汽车零部件本地化进程迈入新的阶段——位于汝来（Nilai）的生产基地已正式启动初步生产。

现阶段生产将从小规模开始，并逐步提升产能。这不仅是生产量的增加，更重要的是把成熟的汽车制造经验逐步转化为马来西亚本地的制造能力，包括工艺控制、品质稳定性、技术能力，以及本地团队的实践经验。

PMB Aluminium 汝来生产基地已取得 IATF 16949 汽车行业质量管理体系认证，并结合铝挤压及多元化精密加工能力，为汽车行业不同应用需求提供本地制造支持。

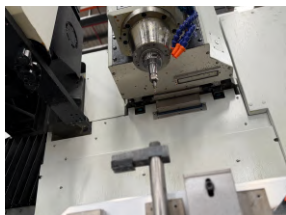
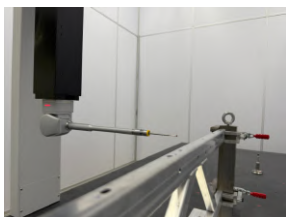


对我们而言，汽车零部件本地化并不只是把产品转移到马来西亚生产。



真正的制造能力，来自长期累积的经验——从模具设计、生产参数和工艺调整，到品质管理及生产效率优化，这些制造经验需要通过实际生产不断学习、验证和累积。

随着生产逐步提升，我们也将既有的汽车制造经验和技术知识逐步导入马来西亚生产体系，同时让本地工程师、技术人员、品质及生产团队通过实际参与，不断建立属于本地团队的制造经验与解决问题的能力。



分享经验 · 实践学习 · 建立本地自主能力

我们的汽车本地化进程仍处于起步阶段，但每一次生产、每一次工艺优化和每一次经验累积，都让我们从“建立能力”进一步走向“扎根本地”。

通过循序渐进的本地化发展，我们希望为马来西亚汽车产业生态贡献更多本地制造能力，支持供应链发展，并与行业伙伴共同推动更具韧性及竞争力的汽车产业链。

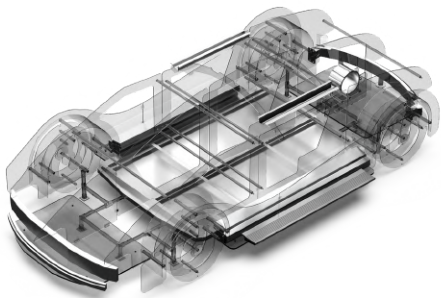
撰写/Author: 祝宇琪

From Experience to Local Production:

PMB Aluminium Advances Automotive Localisation in Malaysia



PMB Aluminium has reached another milestone in its automotive localisation journey, with initial production now underway at its Nilai manufacturing facility.



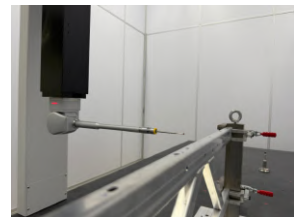
Starting on a small scale, the production ramp-up represents an important step in translating established automotive manufacturing experience into local capability in Malaysia. The focus at this stage is not simply on increasing volume, but on building the right manufacturing foundation — strengthening process control, quality consistency, technical readiness and the capabilities of our local team as production progressively scales.

Our Nilai facility, which is IATF 16949 certified, brings together aluminium extrusion and value-added processing capabilities to support the evolving requirements of automotive applications.



For PMB Aluminium, localisation goes beyond local production.

As production ramps up, we are progressively transferring automotive manufacturing experience and technical know-how into our Malaysian operations, while building local capabilities through hands-on experience.



Share experience, Learn through practice and Build local ownership.

The journey is still at an early stage, but every production run brings us another step forward — from establishing capability to developing a stronger, more responsive local manufacturing base.

Through this progressive localisation journey, PMB Aluminium aims to contribute to Malaysia's automotive ecosystem by supporting greater local manufacturing capability, supply-chain development and long-term industry growth.

Global experience. Local capability. Built for localisation.

撰写/Author: 祝宇琪

PMB Aluminium 获印度 BIS 认证

进一步拓展印度市场

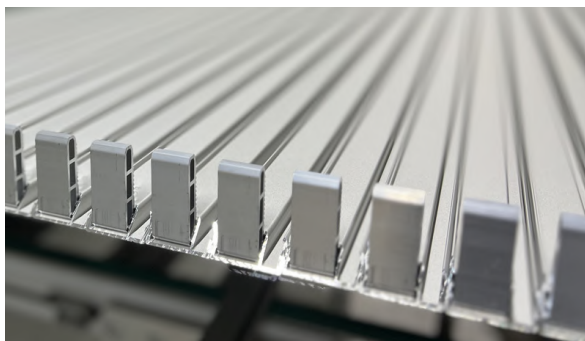
2026年8月19日，PMB Aluminium 汝来工厂正式获得印度标准局（Bureau of Indian Standards, BIS）产品认证，认证编号为 CM/L-4100351876，依据 IS 733:2025 标准。



获得 BIS 认证，是 PMB Aluminium 持续完善国际市场产品合规与质量体系的重要一步。通过相关认证的产品可按照印度市场要求使用 ISI 标志，为产品进入受相关质量管制要求覆盖的印度市场提供合规基础。

随着印度光伏、基础设施及工业制造领域持续发展，产品质量、标准合规及供应链可追溯性正成为客户选择供应商的重要考量。

此次认证进一步体现了 PMB Aluminium 在产品质量控制、制造管理及可追溯体系方面的能力，也有助于提升印度客户对马来西亚制造铝型材产品的信心。



未来，PMB Aluminium 将继续以稳定的制造能力、国际标准合规及一体化铝加工能力，拓展印度及南亚市场，为更多客户提供可靠的铝材解决方案。



撰写/Author: 祝宇琪

PMB Aluminium Secures BIS Certification

Strengthening Access to the Indian Market

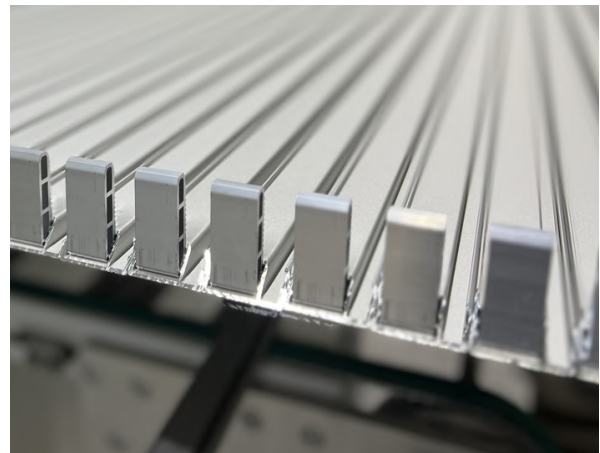
On 19 August 2026, PMB Aluminium's Nilai manufacturing facility officially received product certification from the Bureau of Indian Standards (BIS) under IS 733:2025.



The achievement marks another step in strengthening PMB Aluminium's product compliance and readiness for international markets. Products covered under the certification can carry the ISI Mark in accordance with applicable Indian requirements, supporting their access to markets governed by the relevant quality control regulations.

As India continues to expand its solar, infrastructure and industrial manufacturing sectors, product compliance, quality consistency and supply-chain traceability are becoming increasingly important considerations for customers and project stakeholders.

The BIS certification provides further independent recognition of PMB Aluminium's manufacturing and quality management capabilities, while strengthening customer confidence in aluminium products manufactured at our Malaysia operations.



Building on our integrated aluminium manufacturing and value-added processing capabilities, PMB Aluminium will continue to strengthen its presence in India and the wider South Asian market, providing reliable aluminium solutions aligned with evolving industry and regulatory requirements.



撰写/Author: 祝宇琪

知识源于内部，能力覆盖全组织

将内部专业知识转化为真正的能力



共享知识 · 打造更强的组织

在 PMB Aluminium，我们拥有来自不同职能部门、经验丰富且专业的人才。他们所具备的专业知识，是公司宝贵的资源，可以通过知识分享来提升员工能力，并不断改善我们的工作方式。

近期由 质量经理 - 章经理 主导的《风险与机遇（R&O）培训》，就是一个很好的例子。培训内容结合公司的实际流程与业务需求进行定制，帮助员工不仅了解 QMS 的要求，更能够将相关知识应用于日常工作中。作为该领域的专业人员，章经理将她的知识与经验传授给来自不同部门的员工，将一般知识转化为实际工作能力。



一个强大的 QMS 和具备能力的组织，并不是靠一个人或一个部门就能建立的。当内部专业人员主动分享知识，我们就能将能力延伸至整个组织，同时加强各部门之间的协作。



将知识转化为能力

内部培训是分享专业知识、弥补能力差距（Competency Gap）以及从内部培养人才的重要方式。

如果你拥有专业知识，就分享出来。
如果你的团队存在能力差距，就主动识别。
如果团队需要提升，就一起推动成长。
让我们共同把内部知识转化为组织能力。

“成功，始于我们每一个人的共同努力。”

撰写: Patricia Chua

Knowledge Within, Capability Across

Turning Internal Expertise into Real Capability



One Expert. Shared Knowledge. Stronger Organization.

At PMB Aluminium, we have experienced and knowledgeable people across different functions. Their expertise is a valuable resource that can be shared to strengthen the competency of our employees and improve the way we work.

A good example is the recent **Risk & Opportunities (R&O) Training**, conducted by **Quality Manager, Ms. Chong Mew Ting**. The training was customized to our actual processes and business needs, helping employees understand not only the QMS requirements, but also how to apply them in their daily work.

As the subject matter expert, Ms. Chong Mew Ting transferred her knowledge and experience to employees from different departments, turning general knowledge into practical competency.



A strong QMS and a capable organization cannot be built by one person or one department alone. When our internal experts share their knowledge, we build capability across the organization and strengthen collaboration between departments.

Turn Knowledge into Capability

Internal training is an opportunity to share expertise, close competency gaps and build stronger capabilities from within.

If you have expertise, share it.

If you have a competency gap, identify it.

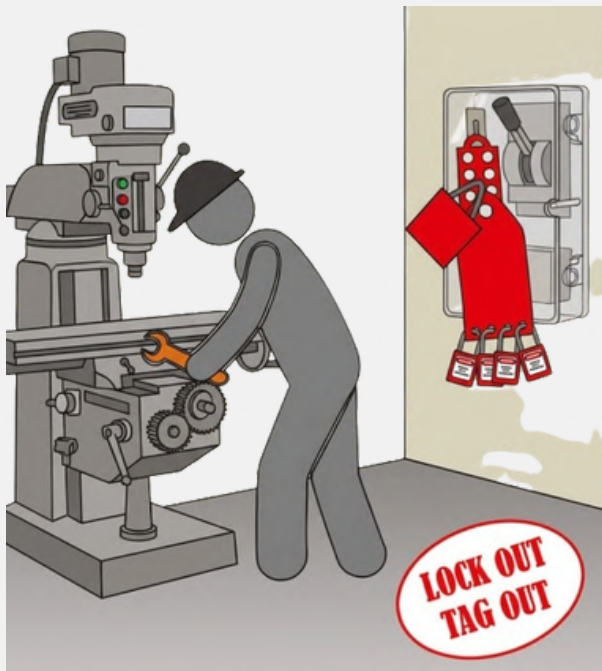
If your team needs to improve, develop it together.

Together, let's turn knowledge within into capability across.

"Success depends on all of us working together."

Author: Patricia Chua

From Training to Action: Strengthening LOTOTO Implementation



Turning Safety Knowledge into Practice

To strengthen our safety culture and process safety, PMB Aluminium recently conducted LOTOTO (Lockout/Tagout/Tryout) training for our leaders.

The training focused on strengthening leadership competency in managing hazardous energy, enhancing process safety awareness, and ensuring compliance with EHS and relevant regulatory requirements.

From Knowledge to Implementation

Training is only the first step. The real value comes when the knowledge gained is translated into **practical action at our workplaces**.

Following the training, EHS has developed the LOTOTO Proposal, and our Production Managers will work together with the respective teams to drive implementation across the company.

This is an important step towards ensuring that LOTOTO requirements are consistently applied across our plants and that hazardous energy is properly controlled before work begins.



Everyone Has a Role to Play

Effective LOTOTO implementation requires more than procedures. It requires leadership commitment, clear responsibilities and teamwork.

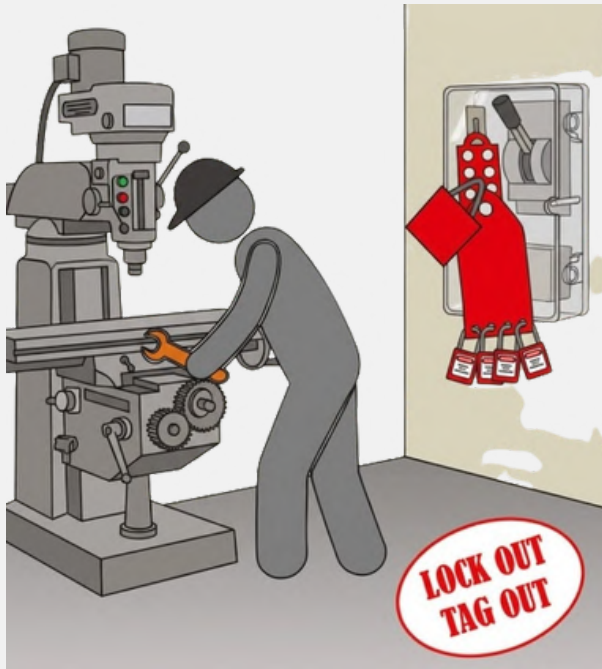
HODs and leaders play an important role in ensuring that the requirements are understood, communicated and implemented within their respective areas.



**Knowledge creates awareness. Action creates safety.
Together, let's make LOTOTO part of the way we work.**

Author: Patricia

从培训到行动： 强化 LOTOTO 实施



将安全知识落实于实际工作

为了加强安全文化及工艺安全，PMB Aluminium 近期为管理层及相关领导人员开展了 LOTOTO（上锁/挂牌/试运行）培训。本次培训旨在提升领导人员在危险能源管理方面的能力，加强工艺安全意识，并确保符合 EHS 及相关法规要求。

从知识到实施

培训只是第一步。真正的价值，在于将所学知识转化为实际工作中的行动。

培训结束后，EHS 已制定 LOTOTO 实施方案 (Proposal)，生产经理将与各自团队共同推动 LOTOTO 在公司各厂区的实施。

这是确保 LOTOTO 要求能够在各厂区得到一致执行的重要一步，同时确保在开展相关工作前，能够有效控制及隔离危险能源。



每个人都有自己的责任

有效实施 LOTOTO 不仅需要完善的程序，更需要领导层的承诺、明确的责任以及团队合作。HOD 及各级领导在确保 LOTOTO 要求得到理解、传达及落实于各自负责区域方面，扮演着重要的角色。



知识带来意识，行动创造安全。
让我们一起将 LOTOTO 融入日常工作，共同打造更安全的工作环境。

撰写: Patricia Chua

欢迎投稿 企业动态

*We welcome your
submissions.*

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审稿人 REVIEWERS: TAXI DRIVER、FOOD HUNTER



感谢阅读，此动态为内部资讯，仅限齐力澳美及全体子公司内部传阅。
内容撰写如有不足，期待您的建议。

——项目管理部

Thank you for reading. This update is for internal reference only and is intended for circulation within PMI, PMIBA and all subsidiaries. We welcome your suggestions regarding any shortcomings in the content.

——Project Management Department