

DTC	B2602	Key Unlock Warning Switch Circuit Malfunction
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The different signal (ON or OFF) is sent from Body ECU to tilt and telescopic ECU through the communication bus when the ignition key is inserted into the key cylinder. Tilt and telescopic ECU uses this signal to operate the auto away function or auto return function.

DTC No. (See Page)	Detection Item	Trouble Area
B2602	The signal (OFF) is sent to tilt and telescopic ECU when the ignition switch is turned to ACC, ON or START position.	Key unlock warning switch

The diagram illustrates the electrical connections for the Instrument ECU and Tilt & Telescopic ECU. Key components and their connections include:

- U1 Key Unlock Warning Switch:** Connected to the Instrument ECU (KSW) via junction connector J43 and junction connector J11. The switch is connected to terminal 2 of J43, which is connected to terminal B of J11. The other side of the switch is connected to terminal 1 of J43, which is connected to terminal A of J11.
- J43 J/C:** Junction connector connecting the switch to the Instrument ECU. It has terminals R-B, B, and 10.
- J11 J/C:** Junction connector connecting the switch to the Instrument ECU. It has terminals A and W-B.
- W4 Wireless Door Lock ECU:** Connected to the Instrument ECU (KSW) via terminal 10 and GND.
- 1 Cowl Side J/B LH:** Connected to the Instrument ECU (KSW) via terminal 1 and GND.
- Instrument ECU (KSW):** Receives signals from the switch, W4, and the Cowl Side J/B LH. It is connected to the Tilt & Telescopic ECU via a Communication Bus.
- Tilt & Telescopic ECU:** Connected to the Instrument ECU via a Communication Bus.

Check the key unlock warning switch
(See page [BE-26](#)).