3100:
3100 boost-pressure control, deactivation
EXPLANATION: This code is triggered any time you experience a reduced boost mode.
FIX: This code itself is meaningless and serves only to let you know a 'limp mode' took place.

2F6C:
2F6C Exhaust fumeflap, input signal
EXPLANATION: Unplugging actuator valve in trunk for added exhaust noise.
FIX: Plug back in and clear code. Code will not appear if you disconnect and plug the vacuum line on the exhaust flapper directly.

2C32:
2C32 Lambda probe in front of catalytic converter 2, trimming control
EXPLANATION: ECU software is not compatible with o2 \*\*\*\*.
FIX: Currently no solution other than reinstalling your factory cats. You may also delete codes when they appear and live with the problem.

2DEC:
2DEC Power management, battery control
EXPLANATION: Sometimes appears when removing battery cable
FIX: Reconnect battery, clear and rescan

2D18:
2D18 manipulation cover, maximum air mass
EXPLANATION: Tuner detection code
FIX: Delete before service!

2D25C:
2D25 Mass Air Flow Excessive - External Tuning Box Detected
EXPLANATION: Tuner detection code
FIX: Delete before service!

2D1C
2D1C Accelerator pedal module, pedal sensor signal 2
EXPLANATION: Gas pedal sensor or wiring issue
FIX:

2FBF:
2FBF Fuel Pressure at Injection Release
EXPLANATION: Fuel pump pressure code
FIX: Normally requires fuel pump replacement

2DED:
2DED Power management, standby current control
EXPLANATION: Sometimes appears when disconnecting battery
FIX: Reconnect battery, clear and rescan

2D5A
2D5A Control motor torque limitation
EXPLANATION: Unknown, but not a detection code. Ignore it.
FIX:

29DC:
29DC Cylinder injection switch-off
EXPLANATION: Fuel related code
FIX: Normally requires fuel pump replacement

2E8D:
2E8D Intelligent battery sensor, signal transmission
EXPLANATION: Small cable connected to battery has been removed
FIX: Reconnect battery, clear and rescan

2F8F:
2F8F Accelerator pedal module and brake pedal, plausibility
EXPLANATION: Can be triggered when doing burn out or dyno
FIX: Ignore or delete

29E2:
29E2 Fuel injection rail, pressure sensor signal
EXPLANATION: Fuel pump code
FIX: Normally requires fuel pump replacement

2A80:
2A80 Inlet-Vanos variable cam control test, input signal
EXPLANATION: The VANOS system has proven to be unreliable. Common issue.
FIX: Requires dealer service, not related to tuning

2A85:
2A85 Outlet-VANOS variable cam control test
EXPLANATION: The VANOS system has proven to be unreliable. Common issue.
FIX: Requires dealer service, not related to tuning

2D58:
2D58 DME digital motor electronics, internal failure: control nominal torque?
EXPLANATION: Not a tuner detection code
FIX: Delete or ignore

2A9A:
2A9A Camshaft sensor inlet, signal
Error will cause a warning light
EXPLANATION:
FIX:

2ABC:
2ABC Charging pressure sensor, electrical
EXPLANATION: ECU lost connection with tune. Unplugging map sensor or tune with ECU awake will cause this. As will various other tuning related problems.
FIX: Clear code. If it comes back, check tune related wiring and consult with tuner.

2ABD:
2ABD Intake pressure sensor, re-running
EXPLANATION: Map sensor connectivity issue. Often comes up when TMAP is unplugged from charge pipe blowing off.
FIX: Clear code. If it comes back, check tune related wiring or TMAP sensor.

2FBE:
2FBE Fuel pressure after motor stop
EXPLANATION: Fuel pump code
FIX: Normally requires fuel pump replacement

2AAF
2AAF Fuel Pump Plausibility
EXPLANATION: Fuel pump check.
FIX: Very common code stock and modified alike, does not trigger a CEL. Just ignore it.

2A17
2A17 DMTL diagnosis module tank leakage, system failure
EXPLANATION: Vapor escaping gas tank.
FIX: Dealer it.

2F0D:
2F0D Radiator blind, input signal, (GLF)
EXPLANATION: Something with the cooling system.
FIX: Dealer it.

30FE:
30FE Exhaust fume turbo charger, high pressure side
EXPLANATION: ECU boost over ECU target
FIX: Generally related to tuning. If your tune is equipped with lagfix, the first step is to disable it. If problem persists email your tuner for support.

30FF:
30FF Exhaust fume turbocharger low side
EXPLANATION: ECU boost under ECU target
FIX: Often caused by boost leaks, leaky DVs, broken vacuum lines, etc. Also possibly tuning related. If using a TMAP tune (SSTT/JB+) it may be a sign you need to reduce your boost level, or perform the solenoid bypass.

30CF:
30CF Wastegate, input signal
EXPLANATION: Wastegate physically unplugged.
FIX: Check wiring. Green and purple wires on JB3.

30D0:
30D0 Wastegate 2, input signal
EXPLANATION: Wastegate physically unplugged.
FIX: Check wiring. Green and purple wires on JB3.

30F1 30F2 30F3 30F4 30F5 30F6:
Glow ignition: cylinder X
EXPLANATION: Super Knock in cylinder X.
FIX: Excessive knock retard. Lower boost levels, or run higher octane.

29F4 29F5:
29F4 Catalytic converter conversion
29F5 Catalytic converter conversion 2
EXPLANATION: Cats removed or damaged.
FIX: Reinstall or repair cats, it is illegal in the USA to drive without them.

\*\*\* THESE CODES WILL NOT NEGATIVELY IMPACT VEHICLE PERFORMANCE \*\*\*