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 \*\*\*