

MATCH THE ACTUAL CONTROLLER / OS BEFORE A TRIAL

6.4 HEMI SRT – Warm Idle and Throttle-Model Checks

Self-service guide for an identified 6.4 SRT/car/SUV combination. Keep it separate from a 6.4 truck and from a 5.7 carrying a 6.4 cam. Verify the actual controller/OS and installed cam/phaser/throttle body.

1. Set a baseline for this SRT combination

Save an untouched pre-trial file. Preserve the SRT intake and phaser configuration appropriate to the installed hardware. OEM SRT documentation identifies cam phasing and an active intake; it does not make a truck model curve interchangeable. For a running cammed engine, assess the active idle target against actual RPM before trying a startup-only change.

2. Try a small, reversible warm-RPM change

For an engine that runs but struggles at its existing warm target, locate the actual desired-idle RPM table. HP Tuners gives +50 RPM as a common example. Change only the affected warm operating cells, blend the boundary and compare actual/requested RPM under the same gear/load. Restore if it worsens surge, hang or converter push. This is not a crank/no-fire fix or a universal SRT idle target.

3. Do not mistake a throttle model for commanded air

The owner example identifies [ECM] 35035 ETC Throttle Body Airflow with throttle volts as input and lb/h output. Increasing its modeled value by 10% does not establish a 10% increase in delivered air; the control lookup direction has not been verified here. Do not scale this curve as a generic idle fix. Confirm the actual throttle-body characterization and this OS's parameter description first. Keep the original model intact when those facts are unknown.

4. Separate catch, steady idle and return-to-idle

Log the exact failing state. Startup-adder, normal running-idle and coast/return controls have different jobs. Do not transfer the 5.7 voltage trial or unidentified Minimum Phi percentages merely because a table number appears. Preserve the SRT intake/phaser configuration. Personal JRJ troubleshooting, file/log review and tune changes require a paid upgrade; the download and guide are DIY.



Want us to handle the tune?

A download includes self-service written guidance only. Personal troubleshooting, individual file/log review and tune changes require a paid upgrade within the chosen package. We deduct the verified amount actually paid for your eligible file; you pay the remaining balance.

[See your paid upgrade options](#)

Sources and example scope

[Stellantis: SRT 6.4 cam phasing and active intake](#)

[Original HP Academy instructor: throttle-body characterization](#)

[HP Tuners: editing and permitted ranges](#)

[HP Tuners: common +50-RPM adjustment example](#)

[HP Tuners: find the actual parameter and hover description](#)

Apply only to the identified controller/OS and matching control definition. Examples are starting trials, not a finished tune, compatibility approval or guaranteed repair. Personal JRJ troubleshooting, file/log review and changes require a paid upgrade.