

MATCH THE ACTUAL CONTROLLER / OS BEFORE A TRIAL

6.4 HEMI Truck – Warm Idle & Return-to-Idle

Self-service guide for a verified 6.4 truck engine/controller and its actual transmission/load configuration. Do not replace its baseline with SRT/car data merely because displacement matches.

1. Tune the operating condition that is failing

Save a pre-trial working file. Locate the file's actual idle-RPM target versus temperature and operating state. If it runs but struggles at warm idle, try the HP Tuners +50 RPM example only in the affected warm cells and P/N or in-gear row. Keep unrelated rows and cold values unchanged; smooth the edge into neighboring cells. This is a trial method, not a universal truck idle target or shared parameter ID.

2. Compare P/N and in-gear behavior separately

Compare actual with requested RPM at the same temperature/load. Helping P/N does not establish the in-gear state is correct. Observe transitions into gear and return to idle only when safe. Keep a change only if it catches the requested idle without excessive hang or a new surge. Restore changed cells if worse.

3. Do not solve every stall with a startup setting

For a dip after pedal release or stopping, identify this controller's return-to-idle function and read its description. Startup assistance, running airflow and transition decay are different. Do not import GM follower/cracker IDs, SRT throttle-model scaling or unidentified Minimum Phi percentages. If the actual function or units are unknown, preserve its values. Use requested/actual RPM logs to distinguish a target shortage from a transition problem.

4. Keep truck hardware and paid service distinct

Confirm the installed cam, retained/limited/locked phaser, intake and throttle body against this truck file. Download purchases do not include personal JRJ troubleshooting, file/log review or calibration changes. Those services require a paid upgrade within its package; eligible verified original purchase credit reduces the remaining tuning balance.

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: 2018 Ram 2500 6.4 VVT specification](#)

[HP Tuners: idle-speed adjustment method](#)

[HP Tuners: actual controller and OS identification](#)

[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.