Linear Regression

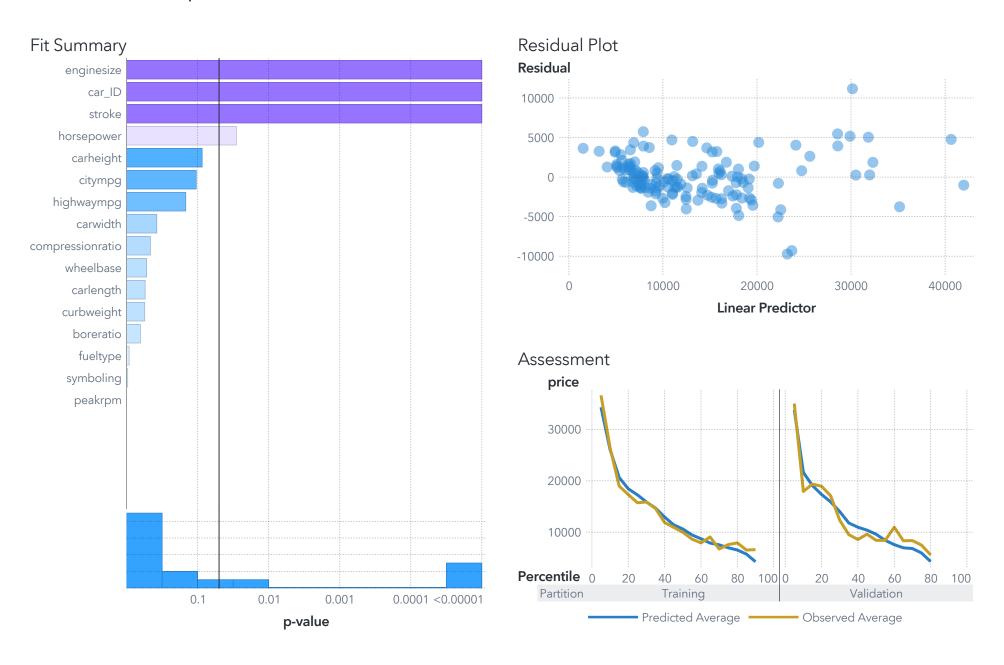
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Generalized Linear Model price Fit: AICC 2,723.55 Observations: 205 of 205



Description	Value
Data Source	Public.CARPRICE_ASSIGNMENT
Response Variable	price
Distribution	Normal
Link Function	Identity
Optimization Technique	Newton-Raphson with Ridging
Predicted Response	P_price

Description	Value
Number of Model Effects	17
Number of Classification Effects	1
Number of Columns in X	18
Rank of Cross-product Matrix	16
Number of Observations Read	205
Number of Observations Used	205
Number of Observations Used for Training	144
Number of Observations Used for Validation	61

Iteration			
0	4	9.321855	9.33E-15

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onvergence criterion (ABSGCONV=1E-7) satisfied.	

Statistic	Value
-2 Log Likelihood	2684.694
AIC	2718.694
AICC	2723.551
BIC	2769.181

Parameter	Estimate	Standard Error	Chi-Square	Pr > ChiSq
Intercept	-40770.6	16532.1	6.081884	0.01366
fueltype diesel	-580.578	5990.33	0.009393	0.92279
fueltype gas	0			
horsepower	39.3601	17.97358	4.795601	0.02853
boreratio	623.436	1331.277	0.219304	0.63957
car_ID	-23.5885	4.3726	29.10199	< 0.00001
carheight	279.0417	162.7592	2.93932	0.08645
carlength	-37.5556	62.70341	0.358729	0.54921
carwidth	223.9653	252.9308	0.784076	0.37590
citympg	-319.397	196.8607	2.632349	0.10471
compressionratio	322.5053	439.8294	0.537657	0.46341
curbweight	1.192369	2.024683	0.346823	0.55592
enginesize	126.8756	15.00509	71.49559	< 0.00001
highwaympg	249.1674	171.8373	2.102555	0.14705
peakrpm	2.110068	0	Infinity	< 0.00001
stroke	-3939.88	874.7289	20.28702	<0.00001
symboling	11.57671	260.8572	0.00197	0.96460
wheelbase	71.9867	112.5615	0.409001	0.52248
Dispersion	7317898	862422.5		

fueltype horsepower	1	0.009393	Pr > ChiS 0 .92279
horsepower	1		
	I	4.795601	0.02853
boreratio	1	0.219304	0.63957
car_ID	1	29.10199	<0.00001
carheight	1	2.93932	0.08645
carlength	1	0.358729	0.54921
carwidth	1	0.784076	0.37590
citympg	1	2.632349	0.10471
compressionratio	1	0.537657	0.46341
curbweight	1	0.346823	0.55592
enginesize	1	71.49559	<0.00001
highwaympg	1	2.102555	0.14705
peakrpm	0		
stroke	1	20.28702	<0.00001
symboling	1	0.00197	0.96460
wheelbase	1	0.409001	0.52248

Percentile	Training Observations	Training Predicted Average	Training Observed Average	Validation Observations	Validation Predicted Average	Validation Observed Average
5	8	34322.782417	36643.6875	4	33789.477577	35044.5
10	8	26059.973877	26435.75	4	21628.865207	17929.75
15	8	20640.087118	18976.125	4	19061.69068	19358.75
20	8	18444.090807	17323.020875	4	17347.736371	18937.5
25	8	17270.165857	15729.875	4	15894.602398	17096.25
30	8	15875.548892	15869.25	4	14009.595113	12325.25
35	8	14689.962563	14595.75	4	11786.680049	9515
40	8	12939.820508	11873.125	4	10959.49674	8575.5
45	8	11424.779741	10936.875	4	10395.606051	9614.25
50	8	10620.696224	9985.625	4	9600.7738621	8411.25
55	8	9471.1502077	8657.625	4	8415.8731419	8391.25
60	8	8717.4147397	7915	4	7564.6754867	10970.75
65	8	7879.3991015	9064.75	4	6956.0281426	8327.875
70	8	7530.5053392	6721.25	4	6811.1435048	8357.75
75	8	6960.2939876	7586.8125	4	5948.5292376	7481.5
80	8	6523.4861653	7916.625	1	4279.0634509	5572
85	8	5732.9001731	6520.5	0		
90	8	4247.588156	6599	0		
95	0			0		
100	0			0		

artition	ASE	Observed Average	SSE	Observations Used	Unused
raining	7,317,897.8817	36643.6875	1,053,777,294.9664	144	C
'alidation	13,108,782.8466	35044.5	799,635,753.6456	61	C

Plot	Summary	XK
Assessment	The data is sorted in descending order by the predicted response for price. The data is divided into 20 quantiles (with of the data in each), and each quantile reports the average predicted response and average observed response for comparison.	5%