DSCC/CSC/TCS 462 Assignment 0

Due Thursday, September 8, 2022 by 3:59 p.m.

This assignment will cover material from Lectures 1 and 2. You are expected to use the ggplot2 library in R for completing all the graphics. To learn more about graphics using ggplot2, please read through the guide available here: http://www.cookbook-r.com/Graphs/. This is a wonderful open source textbook that walks through examples of many different graphics in ggplot2. If you have not done so already, start by installing the library. In the R console (i.e., NOT in your .RMD file), run the code install.packages("ggplot2"). Then, in your .RMD file, load the library as follows:

library(ggplot2)

For this first assignment, we will use the "car_sales.csv" dataset, which includes information about 152 different cars. In particular, we will mainly focus on the selling price of cars throughout this assignment.

- 1. Getting familiar with the dataset via exploratory data analysis.
 - a. Read the data into RStudio and summarize the data with the summary() function.

```
car_sales <- read.csv("car_sales.csv")
summary(car_sales)</pre>
```

```
##
    Manufacturer
                            Model
                                                                Engine_size
                                                  price
##
    Length: 152
                         Length: 152
                                              Min.
                                                      : 9235
                                                                       :1.000
                                                               Min.
    Class : character
                         Class : character
                                              1st Qu.:17889
                                                               1st Qu.:2.300
##
##
    Mode : character
                         Mode
                               :character
                                              Median :22747
                                                               Median :3.000
##
                                              Mean
                                                      :27332
                                                               Mean
                                                                       :3.049
##
                                              3rd Qu.:31939
                                                               3rd Qu.:3.575
##
                                              Max.
                                                      :85500
                                                               Max.
                                                                       :8.000
##
      Horsepower
                        Wheelbase
                                           Width
                                                             Length
##
    Min.
            : 55.0
                     Min.
                             : 92.6
                                       Min.
                                               :62.60
                                                        Min.
                                                                :149.4
    1st Qu.:147.5
                      1st Qu.:102.9
                                       1st Qu.:68.38
                                                         1st Qu.:177.5
                                                        Median :186.7
    Median :175.0
                     Median :107.0
                                       Median :70.40
##
                             :107.4
                                               :71.09
                                                                :187.1
##
    Mean
            :184.8
                     Mean
                                       Mean
                                                        Mean
##
    3rd Qu.:211.2
                     3rd Qu.:112.2
                                       3rd Qu.:73.10
                                                        3rd Qu.:195.1
            :450.0
                                               :79.90
                                                                :224.5
##
    Max.
                     Max.
                             :138.7
                                                        Max.
##
     Curb weight
                     Fuel capacity
                                       Fuel efficiency
            :1.895
##
    Min.
                     Min.
                             :10.30
                                       Min.
                                               :15.00
    1st Qu.:2.965
##
                      1st Qu.:15.78
                                       1st Qu.:21.00
```

```
Median :3.336
                     Median :17.20
##
                                      Median :24.00
           :3.376
                            :17.96
                                              :23.84
##
   Mean
                     Mean
                                      Mean
##
    3rd Qu.:3.821
                     3rd Qu.:19.80
                                      3rd Qu.:26.00
   Max.
           :5.572
                     Max.
                            :32.00
                                      Max.
                                              :45.00
price <- car sales$price</pre>
```

b. How many bins does Sturges' formula suggest we use for a histogram of price? Show your work.

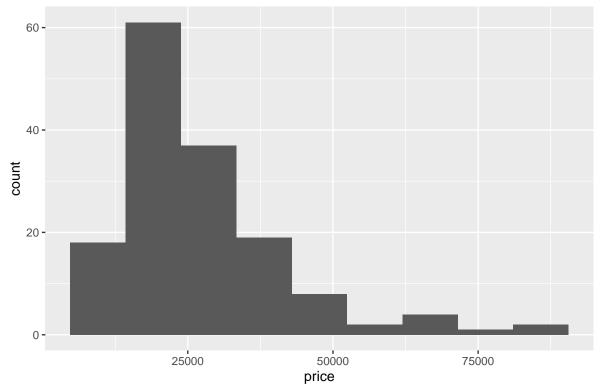
```
ceiling(log(length(price), 2)) + 1
```

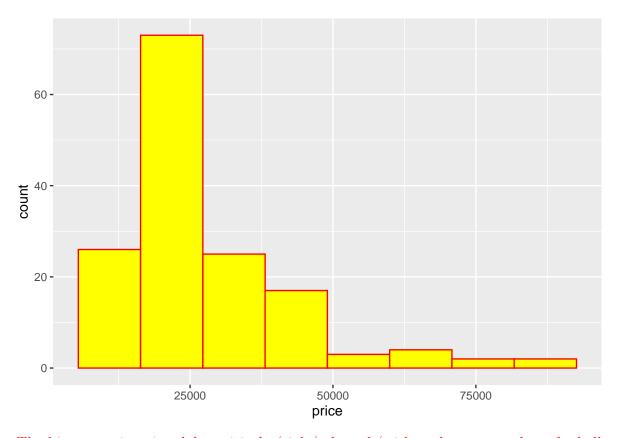
[1] 9

c. Create a histogram of price using the number of bins suggested by Sturges' formula in 1b. Make sure to appropriately title the histogram and label the axes. Comment on the center, shape, and spread.

```
library(ggplot2)
hist1 <- ggplot(car_sales, aes(x = price)) + geom_histogram(bins = 9)
hist1 <- hist1 + ggtitle("Histogram of Car Price")
hist1</pre>
```

Histogram of Car Price

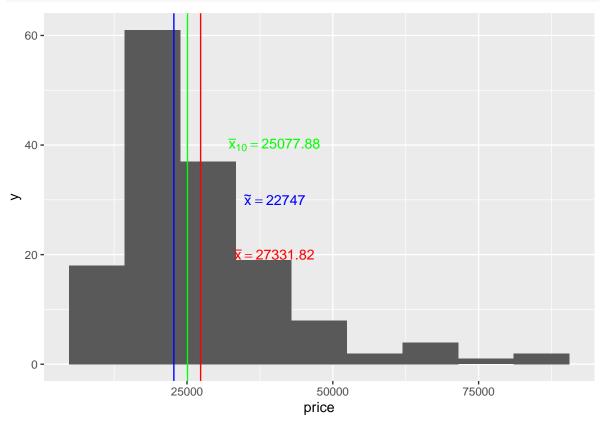




The histogram is unimodal, positively (right) skewed (with perhaps somewhat of a bell shape).

- 2. Measures of center and spread for the selling price of cars.
 - a. Calculate the mean, median, and 10% trimmed mean of the selling price. Report the mean, median, and 10% trimmed mean on the histogram. In particular, create a red vertical line on the histogram at the mean, and report the value of the mean in red next to the line using the form " \bar{x} =". Create a blue vertical line on the histogram at the median, and report the value of the median in blue next to the line using the form " \bar{x} =". Create a green vertical line on the histogram at the 10% trimmed mean, and report the value of the 10% trimmed mean in green next to the line using the form " \bar{x}_{10} =" (to get \bar{x}_{10} to print on the plot, use bar(x) [10] within the paste() function).

```
round(median(car_sales$price), 3)), parse = T, color = "blue")
hist1 <- hist1 + annotate("text", x = 40000, y = 40, label = paste("bar(x)[10]==",
    round(mean(car_sales$price, 0.1), 3)), parse = T, color = "green")
hist1</pre>
```



b. Calculate and report the 25th and 75th percentiles.

```
quantile(price, c(0.25, 0.75))
```

```
## 25% 75%
## 17888.75 31938.75
```

c. Calculate and report the interquartile range.

IQR(price)

[1] 14050

d. Calculate and report the standard span, the lower fence, and the upper fence.

```
ss <- 1.5 * IQR(price)
ss
```

[1] 21075

```
lf <- quantile(price, 0.25) - ss
lf</pre>
```

```
## -3186.25
uf <- quantile(price, 0.75) + ss
uf
##
        75%
## 53013.75
  e. Are there any outliers? Subset the outlying points. Use code based on the
    following:
car sales[car sales$price >= upper fence, ]
                                                #upper outliers
car sales[car sales$price <= lower fence, ]</pre>
                                                 #lower outliers
# Use upper and lower fence values from part q.
sum(price < lf)</pre>
## [1] 0
sum(price > uf)
## [1] 9
car sales[price >= uf | price <= lf, ]</pre>
##
       Manufacturer
                               Model price Engine_size Horsepower Wheelbase Width
## 46
                                                     3.4
             Porsche
                      Carrera Coupe 71020
                                                                 300
                                                                           92.6
                                                                                 69.5
## 55
             Porsche Carrera Cabrio 74970
                                                     3.4
                                                                 300
                                                                           92.6
                                                                                 69.5
## 82
                                                     8.0
                                                                 450
                                                                           96.2
                                                                                 75.7
               Dodge
                               Viper 69725
## 123
               Lexus
                               LS400 54005
                                                     4.0
                                                                 290
                                                                          112.2
                                                                                 72.0
## 125
                Audi
                                   A8 62000
                                                     4.2
                                                                 310
                                                                          113.0
                                                                                 74.0
## 136
         Mercedes-B
                               CL500 85500
                                                     5.0
                                                                 302
                                                                          113.6
                                                                                 73.1
         Mercedes-B
## 138
                                                     5.0
                                                                 302
                                                                           99.0
                                                                                 71.3
                            SL-Class 82600
## 139
         Mercedes-B
                             S-Class 69700
                                                     4.3
                                                                 275
                                                                          121.5
                                                                                 73.1
## 151
                                                     4.7
                                                                 230
                                                                          112.2
                                                                                 76.4
               Lexus
                               LX470 60105
##
       Length Curb_weight Fuel_capacity Fuel_efficiency
## 46
        174.5
                     3.032
                                      17.0
                                                         21
## 55
        174.5
                                      17.0
                                                         23
                     3.075
## 82
        176.7
                     3.375
                                      19.0
                                                         16
## 123
                     3.890
                                      22.5
                                                         22
        196.7
## 125
        198.2
                     3.902
                                      23.7
                                                         21
## 136
        196.6
                                      23.2
                                                         20
                     4.115
## 138
        177.1
                     4.125
                                      21.1
                                                         20
## 139
        203.1
                     4.133
                                      23.2
                                                         21
## 151
        192.5
                     5.401
                                      25.4
                                                         15
```

##

25%

f. Calculate and report the variance, standard deviation, and coefficient of variation of car prices.

```
var(price)
```

[1] 207898012

sd(price)

[1] 14418.67

sd(price)/mean(price)

[1] 0.5275414

g. We have seen from the histogram that the data are skewed. Calculate and report the skewness. Comment on this value and how it matches with what you visually see in the histogram.

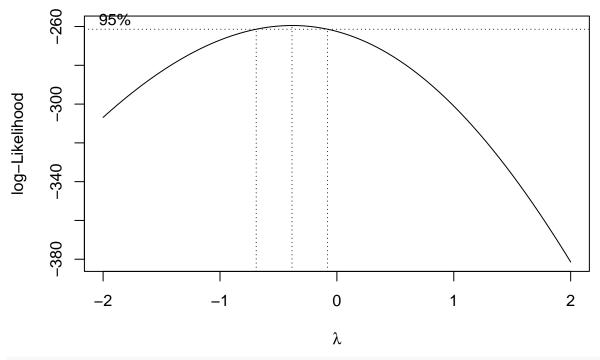
library(moments)
skewness(price)

[1] 1.760286

The histogram showed a positive skew, which is verified by the skewness being a positive value.

- 3. Transforming the data.
 - a. Use a Box-Cox power transformation to appropriately transform the data. In particular, use the boxcox() function in the MASS library. Report the recommended transformation. Do not apply this transformation to the data yet. (Note: the boxcox function automatically produces a plot. You do NOT need to make this in ggplot2.)

library(MASS)
bc1 <- boxcox(price ~ 1)</pre>



bc1\$x[bc1\$y == max(bc1\$y)]

[1] -0.3838384

b. Apply the exact Box-Cox recommended transformation (rounded to four decimal places) to the data (this transformation is hereon referred to as the Box-Cox transformed data). Use the summary() function to summarize the results of this transformation.

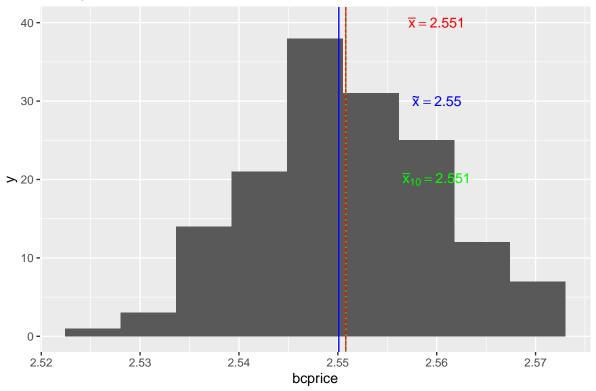
```
car_sales$bcprice <- (price^(-0.3838) - 1)/(-0.3838)
summary(car_sales$bcprice)

## Min. 1st Qu. Median Mean 3rd Qu. Max.
## 2.527 2.545 2.550 2.551 2.557 2.572
bcprice <- car_sales$bcprice</pre>
```

c. Create a histogram of the Box-Cox transformed data using the number of bins suggested by Sturges' formula. On this histogram, report the mean, median, and 10% trimmed mean using the same formatting options as in part 2a above. Comment on the center, shape, and spread.

```
color = "green", linetype = "dotted")
hist2 <- hist2 + annotate("text", x = 2.56, y = 40, label = paste("bar(x)==",
    round(mean(bcprice), 3)), parse = T, color = "red")
hist2 <- hist2 + annotate("text", x = 2.56, y = 30, label = paste("tilde(x)==",
    round(median(bcprice), 3)), parse = T, color = "blue")
hist2 <- hist2 + annotate("text", x = 2.56, y = 20, label = paste("bar(x)[10]==",
    round(mean(bcprice, 0.1), 3)), parse = T, color = "green")
hist2</pre>
```

Histogram of Box-Cox Transformed Car Price



The histogram is unimodal, fairly symmetric, and fairly bell-shaped.

d. As an alternative to the Box-Cox transformation, let's also use a log transformation. Apply the log transformation to the original price data (this transformation is hereon referred to as the log transformed data). Use the summary() function to summarize the results of this transformation.

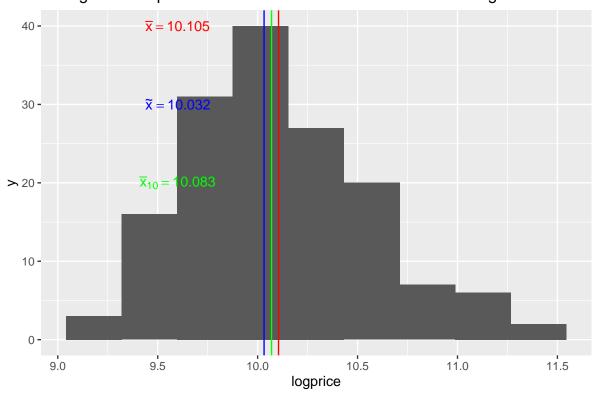
```
logprice <- car_sales$logprice <- log(price)
summary(logprice)</pre>
```

```
## Min. 1st Qu. Median Mean 3rd Qu. Max.
## 9.131 9.792 10.032 10.105 10.372 11.356
```

e. Create a histogram of the log transformed data using the number of bins suggested by Sturges' formula. On this histogram, report the mean, median, and 10%

trimmed mean using the same formatting options as in part 2a and 3c above. Comment on the center, shape, and spread.

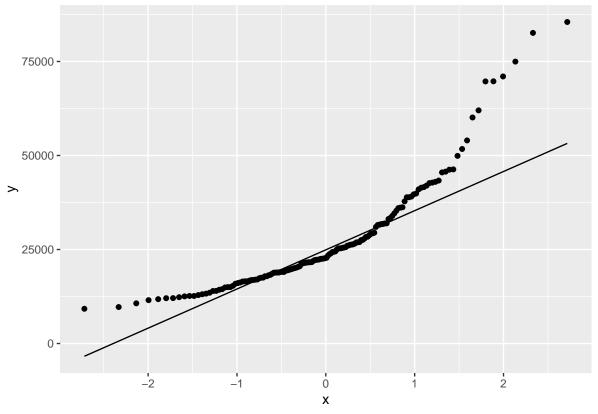
Histogram of Square-Root Transformed Maximum Wave Height



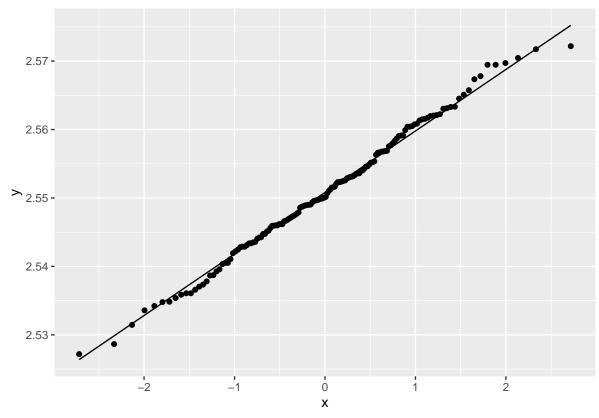
The histogram is unimodal, fairly symmetric, and fairly bell-shaped.

f. Create a qqplot for the original data, a qqplot for the Box-Cox transformed data, and a qqplot of the log transformed data. Comment on the results.

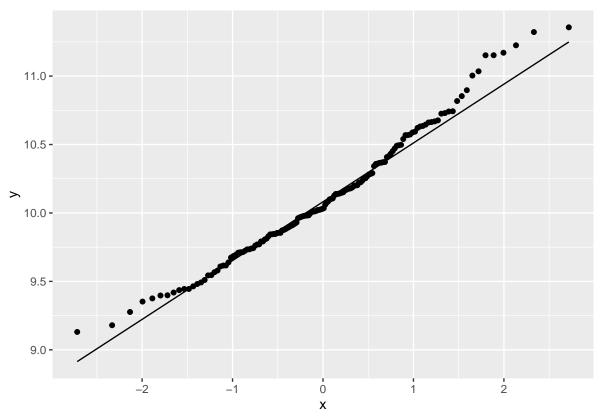
```
p1 <- ggplot(car_sales, aes(sample = price))
p1 + stat_qq() + stat_qq_line()</pre>
```



p2 <- ggplot(car_sales, aes(sample = bcprice))
p2 + stat_qq() + stat_qq_line()</pre>



p3 <- ggplot(car_sales, aes(sample = logprice))
p3 + stat_qq() + stat_qq_line()</pre>



The box-cox transformed data seems to be most normal. The log transformed data is relatively good, but we see slightly more flaring in the tails of the qq plot.

g. Evaluate the empirical rule for the original data, the Box-Cox transformed data, and the log transformed data. In particular, make a table similar to that on slide 71 of the Chapter 2 notes. Comment on the results. Do either of the transformed data seem to be "better" to work with? Note, you can use code similar to the following to answer this question:

```
mat <- matrix(NA, nrow = 9, ncol = 5)
mat[1, 2] <- mean(price) - 1 * sd(price)
mat[2, 2] <- mean(price) - 2 * sd(price)
mat[3, 2] <- mean(price) - 3 * sd(price)

mat[1, 3] <- mean(price) + 1 * sd(price)
mat[2, 3] <- mean(price) + 2 * sd(price)
mat[3, 3] <- mean(price) + 3 * sd(price)

mat[1, 5] <- sum(price >= mean(price) - 1 * sd(price) & price <= mean(price) + 1 * sd(price))/length(price) * 100

mat[2, 5] <- sum(price >= mean(price) - 2 * sd(price) & price <= mean(price) + 2 * sd(price))/length(price) * 100

mat[3, 5] <- sum(price >= mean(price) - 3 * sd(price) & price <= mean(price) + 3 * sd(price))/length(price) * 100</pre>
```

```
mat[4, 2] <- mean(bcprice) - 1 * sd(bcprice)</pre>
mat[5, 2] <- mean(bcprice) - 2 * sd(bcprice)</pre>
mat[6, 2] <- mean(bcprice) - 3 * sd(bcprice)</pre>
mat[4, 3] <- mean(bcprice) + 1 * sd(bcprice)</pre>
mat[5, 3] <- mean(bcprice) + 2 * sd(bcprice)</pre>
mat[6, 3] <- mean(bcprice) + 3 * sd(bcprice)</pre>
mat[4, 5] <- sum(bcprice >= mean(bcprice) - 1 * sd(bcprice) &
    bcprice <= mean(bcprice) + 1 * sd(bcprice))/length(bcprice) *</pre>
    100
mat[5, 5] <- sum(bcprice >= mean(bcprice) - 2 * sd(bcprice) &
    bcprice <= mean(bcprice) + 2 * sd(bcprice))/length(bcprice) *</pre>
    100
mat[6, 5] <- sum(bcprice >= mean(bcprice) - 3 * sd(bcprice) &
    bcprice <= mean(bcprice) + 3 * sd(bcprice))/length(bcprice) *</pre>
    100
mat[7, 2] <- mean(logprice) - 1 * sd(logprice)</pre>
mat[8, 2] <- mean(logprice) - 2 * sd(logprice)</pre>
mat[9, 2] <- mean(logprice) - 3 * sd(logprice)</pre>
mat[7, 3] <- mean(logprice) + 1 * sd(logprice)</pre>
mat[8, 3] <- mean(logprice) + 2 * sd(logprice)</pre>
mat[9, 3] <- mean(logprice) + 3 * sd(logprice)</pre>
mat[7, 5] <- sum(logprice >= mean(logprice) - 1 * sd(logprice) &
    logprice <= mean(logprice) + 1 * sd(logprice))/length(logprice) *</pre>
    100
mat[8, 5] <- sum(logprice >= mean(logprice) - 2 * sd(logprice) &
    logprice <= mean(logprice) + 2 * sd(logprice))/length(logprice) *</pre>
    100
mat[9, 5] <- sum(logprice >= mean(logprice) - 3 * sd(logprice) &
    logprice <= mean(logprice) + 3 * sd(logprice))/length(logprice) *</pre>
    100
mat[, 1] \leftarrow c(1, 2, 3)
mat[, 4] \leftarrow c(68, 95, 99.7)
rownames(mat) <- c("Original", "", "Box-Cox", "", "Log",
    "", "")
colnames(mat) <- c("x", "xbar-k*s", "xbar+k*s", "Theoretical %",</pre>
    "Actual %")
library(knitr)
```

kable(x = mat, digits = 2, row.names = T, format = "markdown")

	X	xbar-k*s	xbar+k*s	Theoretical %	Actual %
Original	1	12913.15	41750.49	68.0	78.95
	2	-1505.52	56169.16	95.0	94.74
	3	-15924.18	70587.83	99.7	97.37
Box-Cox	1	2.54	2.56	68.0	66.45
	2	2.53	2.57	95.0	94.08
	3	2.52	2.58	99.7	100.00
Log	1	9.65	10.56	68.0	66.45
	2	9.19	11.02	95.0	94.08
	3	8.73	11.48	99.7	100.00

The original data was highly skewed, leading to the empirical rule not fitting well. By transforming, the distribution is getting slightly more spread out while also become much more symmetric. Because of this, we see improvements to the fit of the empirical rule to the transformed data, with both the log and box-cox transformations matching exactly.

h. In your own words, provide some intuition about (1) why car price may not follow a normal distribution, and (2) why it may be useful to transform the data into a form that more closely follows a normal distribution.

Car prices (and the prices of commodities more generally) often are very right-skewed because of luxury products. However, most "normal" cars have prices that follow a bell-shaped distribution. Additionally, the normal distribution has support from $-\infty$ to ∞ and car prices are typically nonnegative. It is useful to transform data into a form that resembles a normal distribution in order to apply statistical tests later on.

Short Answers:

- About how long did this assignment take you? Did you feel it was too long, too short, or reasonable?
- Who, if anyone, did you work with on this assignment?
- What questions do you have relating to any of the material we have covered so far in class?