Regression Models Course Project

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Executive Summary

You work for Motor Trend, a magazine about the automobile industry. Looking at a data set of a collection of cars, they are interested in exploring the relationship between a set of variables and miles per gallon (MPG) (outcome). They are particularly interested in the following two questions: “Is an automatic or manual transmission better for MPG” “Quantify the MPG difference between automatic and manual transmissions”

Load the Data

The data was extracted from the 1974 Motor Trend US magazine, and comprises fuel consumption and 10 aspects of automobile design and performance for 32 automobiles (1973-74 models). A data frame with 32 observations on 11 (numeric) variables.

[, 1] mpg Miles/(US) gallon

[, 2] cyl Number of cylinders

[, 3] disp Displacement (cu.in.)

[, 4] hp Gross horsepower

[, 5] drat Rear axle ratio

[, 6] wt Weight (1000 lbs)

[, 7] qsec 1/4 mile time

[, 8] vs Engine (0 = V-shaped, 1 = straight)

[, 9] am Transmission (0 = automatic, 1 = manual)

[,10] gear Number of forward gears

[,11] carb Number of carburetors

```
library(datasets)
data(mtcars)
head(mtcars)
```

```
##                    mpg cyl disp  hp drat    wt  qsec vs am gear carb
## Mazda RX4         21.0   6  160 110 3.90 2.620 16.46  0  1    4    4
## Mazda RX4 Wag     21.0   6  160 110 3.90 2.875 17.02  0  1    4    4
## Datsun 710        22.8   4  108  93 3.85 2.320 18.61  1  1    4    1
```

```
## Hornet 4 Drive    21.4   6  258 110 3.08 3.215 19.44  1  0    3    1
## Hornet Sportabout 18.7   8  360 175 3.15 3.440 17.02  0  0    3    2
## Valiant           18.1   6  225 105 2.76 3.460 20.22  1  0    3    1
```

Exploratory Analysis

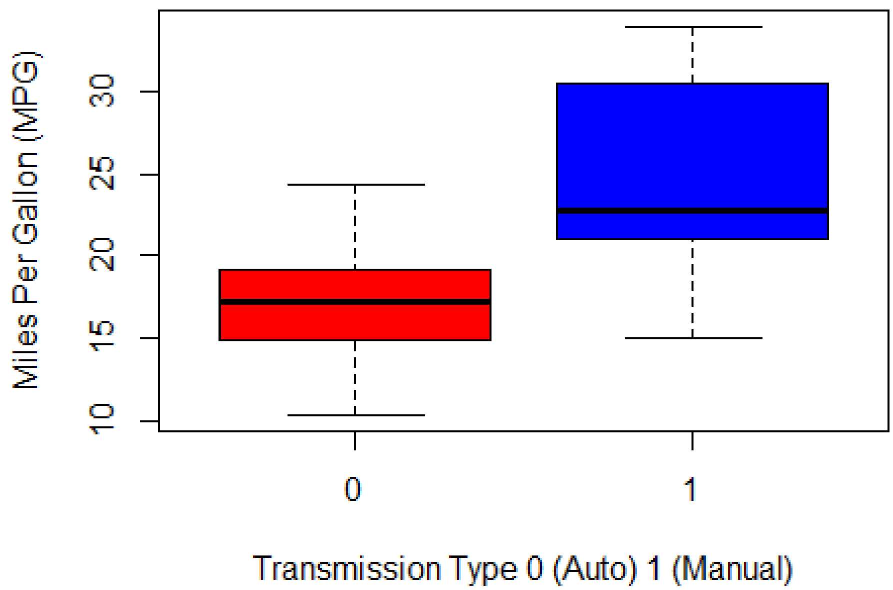
Testing a hypothesis if automatic and manual transmission have the same average in MPG Using t-test

```
result <- t.test(mtcars$mpg ~ mtcars$am)
result

##
##  Welch Two Sample t-test
##
## data:  mtcars$mpg by mtcars$am
## t = -3.7671, df = 18.332, p-value = 0.001374
## alternative hypothesis: true difference in means is not equal to 0
## 95 percent confidence interval:
##  -11.280194  -3.209684
## sample estimates:
## mean in group 0 mean in group 1
##        17.14737        24.39231

result$p.value

## [1] 0.001373638
```

Since the p-value is 0.00137, we reject out null hypothesis. Automatic and manual transmissions are from different populations.

Difference:

```
result$estimate

## mean in group 0 mean in group 1
##        17.14737        24.39231

mtcars$vs <- as.factor(mtcars$vs)
mtcars$am <- as.factor(mtcars$am)
boxplot(mpg ~ am,
data=mtcars,
ylab="Miles Per Gallon (MPG)",
xlab="Transmission Type 0 (Auto) 1 (Manual)",
col=(c("red","blue")))
```



This graph shows that there is a significant increase in MPG for vehicles with a manual vs automatic.

```
fit <- lm(mpg ~ factor(am), data=mtcars)
summary(fit)

##
## Call:
## lm(formula = mpg ~ factor(am), data = mtcars)
##
## Residuals:
##     Min      1Q  Median      3Q     Max
## -9.3923 -3.0923 -0.2974  3.2439  9.5077
##
## Coefficients:
##             Estimate Std. Error t value Pr(>|t|)
## (Intercept)   17.147      1.125  15.247 1.13e-15 ***
## factor(am)1    7.245      1.764   4.106 0.000285 ***
## ---
## Signif. codes:  0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1 ' ' 1
##
## Residual standard error: 4.902 on 30 degrees of freedom
## Multiple R-squared:  0.3598, Adjusted R-squared:  0.3385
## F-statistic: 16.86 on 1 and 30 DF,  p-value: 0.000285
```

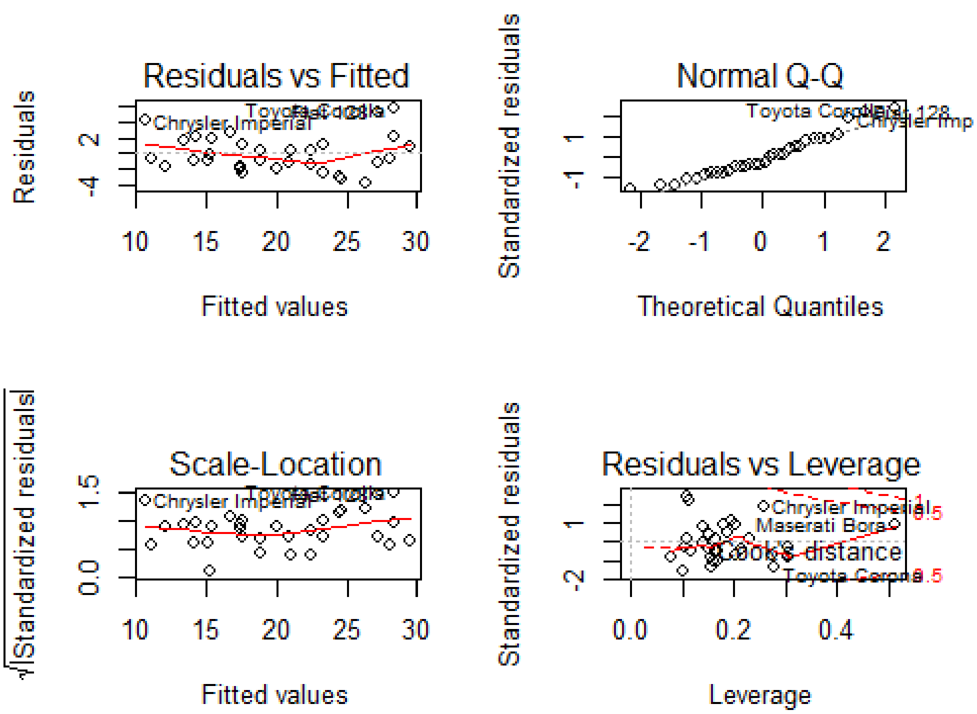
The adjusted R-squared value is around 34% of the regression variance which explained by the model. Let show how other predictor variables will impact:

```r
data(mtcars)
fit2 <- lm(mpg ~ ., data=mtcars)
summary(fit2)

##
## Call:
## lm(formula = mpg ~ ., data = mtcars)
##
## Residuals:
##     Min      1Q  Median      3Q     Max
## -3.4506 -1.6044 -0.1196  1.2193  4.6271
##
## Coefficients:
##             Estimate Std. Error t value Pr(>|t|)
## (Intercept) 12.30337   18.71788   0.657   0.5181
## cyl         -0.11144    1.04502  -0.107   0.9161
## disp         0.01334    0.01786   0.747   0.4635
## hp          -0.02148    0.02177  -0.987   0.3350
## drat         0.78711    1.63537   0.481   0.6353
## wt          -3.71530    1.89441  -1.961   0.0633 .
## qsec         0.82104    0.73084   1.123   0.2739
## vs           0.31776    2.10451   0.151   0.8814
## am           2.52023    2.05665   1.225   0.2340
## gear         0.65541    1.49326   0.439   0.6652
## carb        -0.19942    0.82875  -0.241   0.8122
## ---
## Signif. codes:  0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1 ' ' 1
##
## Residual standard error: 2.65 on 21 degrees of freedom
## Multiple R-squared:  0.869,  Adjusted R-squared:  0.8066
## F-statistic: 13.93 on 10 and 21 DF,  p-value: 3.793e-07

cor(mtcars)[1,]

##        mpg        cyl       disp         hp       drat         wt
##  1.0000000 -0.8521620 -0.8475514 -0.7761684  0.6811719 -0.8676594
##       qsec         vs         am       gear       carb
##  0.4186840  0.6640389  0.5998324  0.4802848 -0.5509251

fit3 <- lm(mpg ~ wt+hp+disp+cyl+am, data=mtcars)
summary(fit3)

##
## Call:
## lm(formula = mpg ~ wt + hp + disp + cyl + am, data = mtcars)
##
## Residuals:
##     Min      1Q  Median      3Q     Max
## -3.5952 -1.5864 -0.7157  1.2821  5.5725
##
## Coefficients:
```

```
##             Estimate Std. Error t value Pr(>|t|)
## (Intercept) 38.20280    3.66910  10.412 9.08e-11 ***
## wt          -3.30262    1.13364  -2.913  0.00726 **
## hp          -0.02796    0.01392  -2.008  0.05510 .
## disp         0.01226    0.01171   1.047  0.30472
## cyl         -1.10638    0.67636  -1.636  0.11393
## am           1.55649    1.44054   1.080  0.28984
## ---
## Signif. codes:  0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1 ' ' 1
##
## Residual standard error: 2.505 on 26 degrees of freedom
## Multiple R-squared:  0.8551, Adjusted R-squared:  0.8273
## F-statistic:  30.7 on 5 and 26 DF,  p-value: 4.029e-10
```

Residual Analysis

```r
par(mfrow = c(2,2))
plot(fit3)
```



Residual vs Fitted - no consistent pattern, supporting the accuracy of the independent assumption

Normal Q-Q plot - the residuals are normally distributed, because the points lie closely to the line.

Scale-Location - there is constant variance assumption, as the points are randomly distributed

Residuals vs Leverage - No outliners are present, as all values fall within the 0.5 bands

Conclusion

There is a difference in MPG based on the transmission type. A manual transmission will have a small MPG advantage than automatics ones. Weight, Horsepower, displacement, and number of cylinders are confounding variables in the relationship between transmission type and miles per gallon which manual transmission on average have 1.55 miles per gallon more than automatic cars.