

EXERCISE 3

Note: the "residual standard error" of a model is $\sqrt{\frac{SSE}{(n-p)}}$
with n sample size and p number of covariates

- a) Denoting with $Y_i = \text{mpg}_i$ $i = 1, \dots, 32$ (response variable)
and with x_{ij} = value of the j -th covariate on the i -th car
 $j = 1, \dots, 9$ $i = 1, \dots, 32$

(with $x_{i1} = 1$ for all i , since the model includes the intercept)

The model can be written as:

$$Y_i = \beta_1 + \beta_2 x_{i2} + \beta_3 x_{i3} + \dots + \beta_9 x_{i9} \quad \text{"model A"} \\ \text{wt}_i \quad \text{am}_i \quad \text{vs}_i$$

with $\varepsilon_i \stackrel{iid}{\sim} N(0, \sigma^2)$, $i = 1, \dots, 32$.

- b) Sample space $\mathcal{Y} = \mathbb{R}^{32}$
Parameter space $\Theta = \mathbb{R}^9 \times (0, +\infty)$

- c) 1. t-value of "hp"

this value corresponds to the observed test statistic for testing the hypothesis

$$\begin{cases} H_0: \beta_6 = 0 \\ H_1: \beta_6 \neq 0 \end{cases}$$

$$t^{\text{obs}} = \frac{\hat{\beta}_6 - 0}{\text{se}(\hat{\beta}_6)} = \frac{\hat{\beta}_6}{\text{se}(\hat{\beta}_6)} = \frac{-0.0214}{0.0162} = -1.322$$

2. estimate of "se"

this value is $\hat{\beta}_{\text{se}} = \hat{\beta}_8$ (max. lik. estimate)

we can derive it inverting the formula used in point 1.

$$t^{\text{obs}} = \frac{\hat{\beta}_8}{\text{se}(\hat{\beta}_8)} \rightarrow \hat{\beta}_8 = t^{\text{obs}} \cdot \text{se}(\hat{\beta}_8) \\ = 1.223 \cdot 0.6587 = 0.8095$$

3. Pr(|t|) of "se"

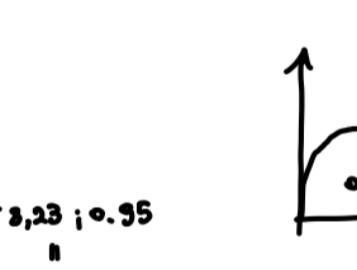
this is the pvalue of the test of significance of $\beta_{\text{se}} = \beta_8$

$$\begin{cases} H_0: \beta_8 = 0 \\ H_1: \beta_8 \neq 0 \end{cases}$$

the test statistic

$$T = \frac{\hat{\beta}_8}{\text{se}(\hat{\beta}_8)} \stackrel{H_0}{\sim} t_{n-p} = t_{32-9} = t_{23}$$

$$\text{the pvalue is } \alpha^{\text{obs}} = P_{H_0}(|T| > |t^{\text{obs}}|) \\ = 2 P_{H_0}(T > |t^{\text{obs}}|) \\ = 2 P_{H_0}(T > 0.183) \quad \text{where } T \sim t_{23} \\ \text{Student's t with 23 dof.}$$



from the table we know that:

$$P_{H_0}(T \leq 0.183) < 0.90$$

$$\Rightarrow P_{H_0}(T > 0.183) = 1 - P_{H_0}(T \leq 0.183) > 0.10$$

$$\Rightarrow \alpha^{\text{obs}} = 2 [1 - P_{H_0}(T \leq 0.183)] > 0.20$$

I do not reject H_0 for all usual significance levels.

- d) We want to test

$$\begin{cases} H_0: \beta_2 = \beta_3 = \dots = \beta_8 = \beta_9 = 0 \\ H_1: \text{at least one of } \beta_j \text{ is } \neq 0 \quad (j=2, \dots, 9) \end{cases}$$

we use the statistic

$$F = \frac{\frac{\sum_{i=1}^n (\hat{y}_i - \bar{y})^2}{\sum_{i=1}^n (\hat{y}_i - \bar{y})^2} - \frac{n-p}{n-p-1}}{\frac{\sum_{i=1}^n (\hat{y}_i - \bar{y})^2}{\sum_{i=1}^n (\hat{y}_i - \bar{y})^2}} \stackrel{H_0}{\sim} F_{n-p, n-p-1} = F_{23, 22}$$

with $\sum_{i=1}^n (\hat{y}_i - \bar{y})^2$ estimator of σ^2 under the null model $\sum_{i=1}^n (\hat{y}_i - \bar{y})^2 = \frac{SST}{n}$

$\sum_{i=1}^n (\hat{y}_i - \bar{y})^2$ estimator under the full model "A" $\sum_{i=1}^n (\hat{y}_i - \bar{y})^2 = \frac{SSE}{n}$

$$F = \frac{\frac{SST - SSE}{SSE} \cdot \frac{23}{8}}{\frac{SSE / SST}{SST / SST} \cdot \frac{23}{8}} = \frac{\frac{SST - SSE}{SSE}}{\frac{1 - R^2}{1 - R^2}} \cdot \frac{23}{8} = \frac{R^2}{1 - R^2} \cdot \frac{23}{8}$$

$$\text{with the data I get } f^{\text{obs}} = \frac{0.8678}{1 - 0.8678} \cdot \frac{23}{8} = 18.97$$

at a significance level of 5%: I reject H_0 if $f^{\text{obs}} > f_{23, 22; 0.95}$

hence I reject H_0 .



- e) model B

$$Y_i = \beta_1 + \beta_2 x_{i2} + \beta_3 x_{i3} + \varepsilon_i \\ \text{wt}_i \quad \text{am}_i$$

We can use a test for comparing nested models, since model B can be obtained as a restriction of model A. Specifically, we need to test

$$\begin{cases} H_0: \beta_4 = \beta_5 = \dots = \beta_8 = \beta_9 = 0 \\ H_1: \text{at least one of } \beta_j \text{ is } \neq 0 \quad (j=4, \dots, 9) \end{cases}$$

the test statistic is

$$F = \frac{\frac{\sum_{i=1}^n (\hat{y}_i - \bar{y})^2}{\sum_{i=1}^n (\hat{y}_i - \bar{y})^2} - \frac{n-p}{n-p-p_0}}{\frac{\sum_{i=1}^n (\hat{y}_i - \bar{y})^2}{\sum_{i=1}^n (\hat{y}_i - \bar{y})^2}} \stackrel{H_0}{\sim} F_{n-p, n-p-p_0} = F_{23, 9}$$

where

$$\sum_{i=1}^n (\hat{y}_i - \bar{y})^2 \text{ estimator of } \sigma^2 \text{ under } H_0 \text{ (model B)} \quad \sum_{i=1}^n (\hat{y}_i - \bar{y})^2 = \frac{SSE_B}{n}$$

$$\sum_{i=1}^n (\hat{y}_i - \bar{y})^2 \text{ estimator under the full model A} \quad \sum_{i=1}^n (\hat{y}_i - \bar{y})^2 = \frac{SSE_A}{n}$$

$$n = 32$$

$$p_0 = 9$$

$$SSE_A = (n-p) \cdot (\text{residual SE})^2 = 23 \cdot 2.564^2 = 148.95$$

$$SSE_B = (n-p_0) \cdot (\text{residual SE})^2 = 23 \cdot 3.098^2 = 243.33$$

$$f^{\text{obs}} = \frac{243.33 - 148.95}{148.95} \cdot \frac{23}{8} = 3.334$$

• using a 5% significance level, I reject H_0 if $f^{\text{obs}} > f_{6, 22; 0.95}$

Hence, I reject H_0 : I prefer model A.

$$2.527$$

• using a 1% significance level, I reject H_0 if $f^{\text{obs}} > f_{6, 22; 0.99}$

Here, I do not reject H_0 : I prefer model B.

$$3.71$$

- f) introducing the interaction we obtain the model

$$Y_i = \beta_1 + \beta_2 x_{i2} + \beta_3 x_{i3} + \delta x_{i2} x_{i3} + \varepsilon_i$$

where $x_{i2} = \text{wt}_i$ (weight of car i)

$$x_{i3} = \text{am}_i = \begin{cases} 1 & \text{if car } i \text{ has manual transmission} \\ 0 & \text{if car } i \text{ has automatic transmission} \end{cases}$$

$$x_{i2} x_{i3} = \begin{cases} x_{i2} = \text{wt}_i & \text{if am}_i = 1 \quad (\text{weight of car } i \text{ if manual}) \\ 0 & \text{if am}_i = 0 \end{cases}$$

interpretation of parameters

• consider a car with automatic transmission ($x_{i3} = 0$, $x_{i2} = 0$)

the mean consumption is

$$\mu_i = \beta_1 + \beta_2 x_{i2}$$

• for a car with manual transmission ($x_{i3} = 1$, $x_{i2} = x_{i2}$)

$$\mu_i = \beta_1 + \beta_2 x_{i2} + \beta_3 + \delta x_{i2}$$

$$= (\beta_1 + \beta_3) + (\beta_2 + \delta) x_{i2}$$

β_1 is the intercept for cars with an automatic transmission

$\beta_1 + \beta_3$ is the intercept for cars with a manual transmission

β_2 is the effect on the mean consumption of increasing the weight of the car of 1 unit, for cars with an automatic transmission

$\beta_2 + \delta$ is the effect on the mean consumption of increasing the weight of the car of 1 unit, for cars with a manual transmission