Machine Learning

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Background

This is a course project of a MOOC in coursera called “Practical Machine Learning”. Large amount of data about personal activity has been provided to find patterns of individual health behaviours.

In this project, the goal will be to use data from accelerometers on the belt, forearm, arm, and dumbell of 6 participants. They were asked to perform barbell lifts correctly and incorrectly in 5 different ways. More information is available from the website here: http://groupware.les.inf.puc-rio.br/har (see the section on the Weight Lifting Exercise Dataset).

Data

The training data for this project are available here: https://d396qusza40orc.cloudfront.net/predmachlearn/pml-training.csv

The test data are available here: https://d396qusza40orc.cloudfront.net/predmachlearn/pml-testing.csv

The data for this project come from this source: http://groupware.les.inf.puc-rio.br/har

What you should submit

The goal of your project is to predict the manner in which they did the exercise. This is the “classe” variable in the training set. You may use any of the other variables to predict with. You should create a report describing how you built your model, how you used cross validation, what you think the expected out of sample error is, and why you made the choices you did. You will also use your prediction model to predict 20 different test cases.

1. Your submission should consist of a link to a Github repo with your R markdown and compiled HTML file describing your analysis. Please constrain the text of the writeup to < 2000 words and the number of figures to be less than 5. It will make it easier for the graders if you submit a repo with a gh-pages branch so the HTML page can be viewed online (and you always want to make it easy on graders).

2. You should also apply your machine learning algorithm to the 20 test cases available in the test data above. Please submit your predictions in appropriate format to the programming assignment for automated grading. See the programming assignment for additional details.

Data Processing

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).

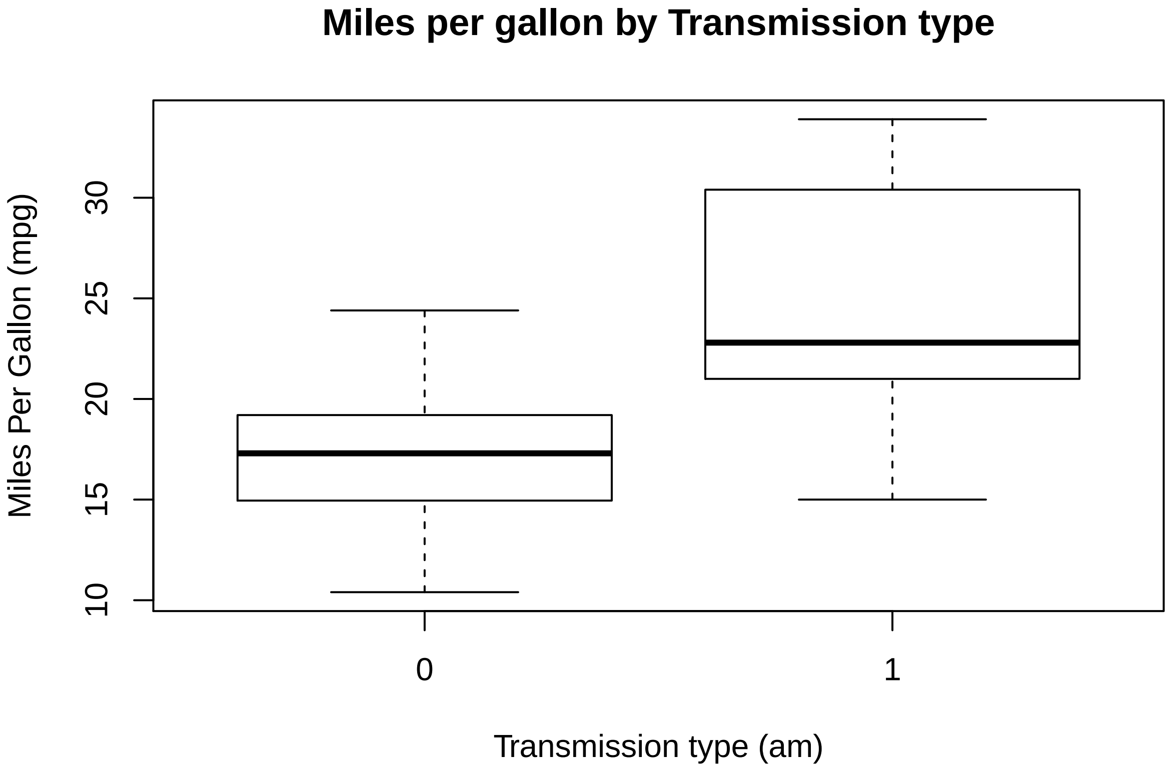
```
library(datasets)
data(mtcars)
str(mtcars)
```

```
## 'data.frame':    32 obs. of  11 variables:
##  $ mpg : num  21 21 22.8 21.4 18.7 18.1 14.3 24.4 22.8 19.2 ...
##  $ cyl : num  6 6 4 6 8 6 8 4 4 6 ...
##  $ disp: num  160 160 108 258 360 ...
##  $ hp  : num  110 110 93 110 175 105 245 62 95 123 ...
##  $ drat: num  3.9 3.9 3.85 3.08 3.15 2.76 3.21 3.69 3.92 3.92 ...
##  $ wt  : num  2.62 2.88 2.32 3.21 3.44 ...
##  $ qsec: num  16.5 17 18.6 19.4 17 ...
##  $ vs  : num  0 0 1 1 0 1 0 1 1 1 ...
##  $ am  : num  1 1 1 0 0 0 0 0 0 0 ...
##  $ gear: num  4 4 4 3 3 3 3 4 4 4 ...
##  $ carb: num  4 4 1 1 2 1 4 2 2 4 ...
```

Exploratory Data Analysis

We first use boxplot to explore the relationship between miles per gallon (mpg) and transmission type (am).

```r
boxplot(mpg ~ am, data = mtcars, main = "Miles per gallon by Transmission type",
        xlab = "Transmission type (am)", ylab = "Miles Per Gallon (mpg)")
```



The data of mpg for transmission type 0 (automatic) and 1 (manual) deviates both in terms on range, mean and quartiles. Hence we may set the hypothesis: manual is better than automatic (higher mpg).

Statistical Inference

We then use t-test to compare if there is statistical significance on miles per gallon (mpg) for difference transmission type on 5% confidence interval.

```
# Welch t-test
t.test(mpg ~ am, data = mtcars, conf.level=0.95)
```

```
##
##  Welch Two Sample t-test
##
## data:  mpg by 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
```

p-value is 0.001374, which is less than 0.05. Hence we reject null hypothesis (i.e. no difference for transmission type) and accept alternative hypothesis.

Regression Analysis

We first fit the regression model only use miles per gallon against transmission type.

```
reg1 <- lm(mpg ~ am, data = mtcars)
summary(reg1)
```

```
##
## Call:
## lm(formula = mpg ~ 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 ***
## am             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 R^2 is 0.34, indicating a poor fit. In deed transmission type is categorial data hence we should use logistic regression instead of linear regression.

Then we try to fit the model by all variables.

```
reg2 <- lm(mpg ~ ., data = mtcars)
summary(reg2)
```

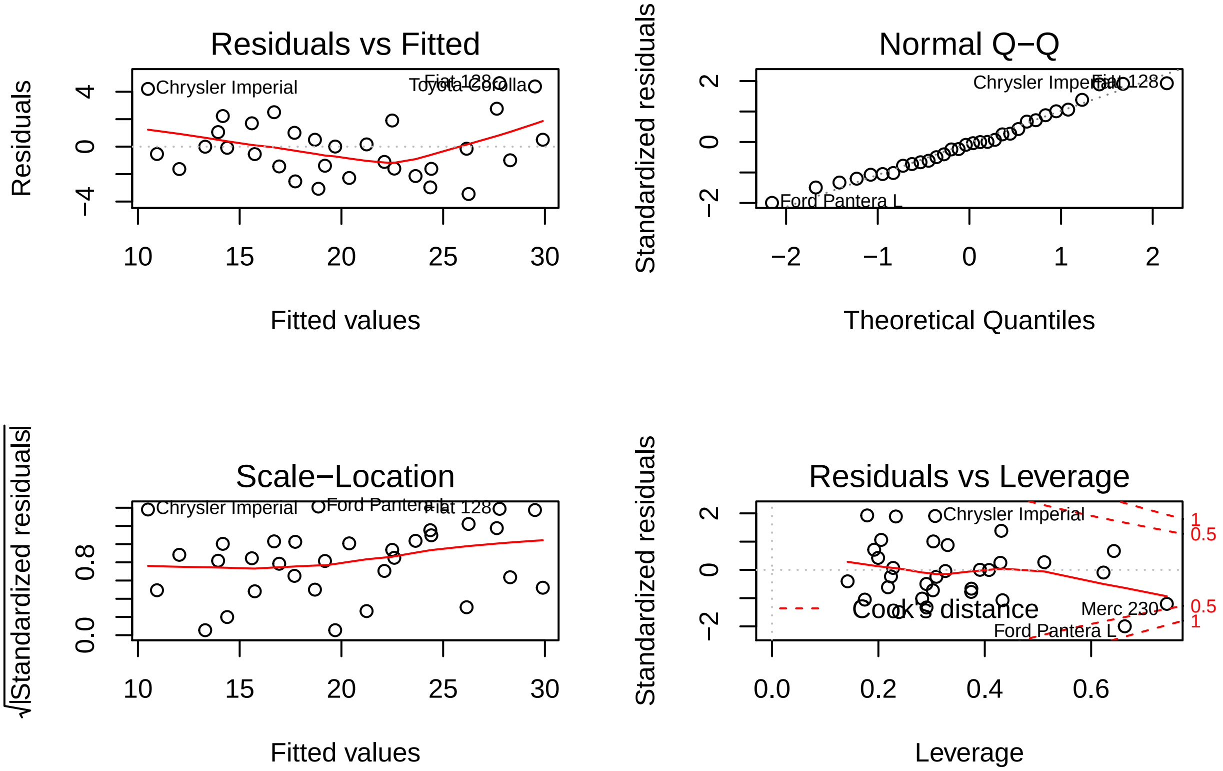
```
##
## Call:
## lm(formula = mpg ~ ., data = mtcars)
##
## Residuals:
##     Min      1Q  Median      3Q     Max
## -3.4506 -1.6044 -0.1196  1.2193  4.6271
##
## Coefficients:
##             Estimate Std. Error t value Pr(>|t|)
## (Intercept) 12.30337   18.71788   0.657   0.5181
## cyl         -0.11144    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
```

The R^2 is 0.81, indicating a much better fit than using transmission type (am) alone.

Residual Analysis

The last part we perform residual analysis on the regression fit.

```
par(mfrow=c(2, 2))
plot(reg2)
```



The residual vs fitted plot shows that there are no obvious pattern, and the QQ plot indicates the residual is quite close to a normal distribution, so the fit is quite good.

Conclusion

To conclude, manual is better than automatic (higher mpg). The difference between the two transmission types are 2.52.