#### Regressions- och tidsserieanalys

Föreläsning 6 - Sammanfattning av enkel och multipel linjär regression

#### Mattias Villani

Statistiska institutionen Stockholms universitet

Institutionen för datavetenskap Linköpings universitet









# Översikt

Analys av datamaterialet cars

Mattias Villani

ST123G

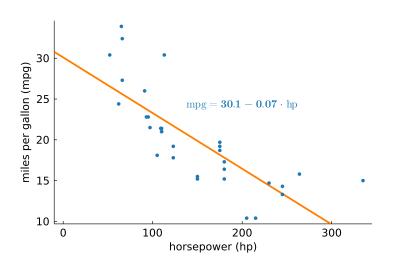
#### Cars data

- mtcars.csv (F6 webbsida). Standarddata i R.
- Observationer: 32 bilar av olika märken.
- Responsvariabel: bensinförbrukning (mpg, miles per gallon).

|                     | mpg  | cyl | disp  | hp  | drat | wt    | qsec  | ٧s | am | gear | carb |
|---------------------|------|-----|-------|-----|------|-------|-------|----|----|------|------|
| Mazda RX4           | 21.0 | 6   | 160.0 | 110 | 3.90 | 2.620 | 16.46 | Θ  | 1  | 4    | 4    |
| Mazda RX4 Wag       | 21.0 | 6   | 160.0 |     |      | 2.875 |       | Θ  | 1  | 4    | 4    |
| Datsun 710          | 22.8 | 4   | 108.0 | 93  | 3.85 | 2.320 | 18.61 | 1  | 1  | 4    | 1    |
| Hornet 4 Drive      | 21.4 | 6   | 258.0 | 110 | 3.08 | 3.215 | 19.44 | 1  | Θ  | 3    | 1    |
| Hornet Sportabout   | 18.7 | 8   | 360.0 | 175 | 3.15 | 3.440 | 17.02 | Θ  | Θ  | 3    | 2    |
| Valiant             | 18.1 | 6   | 225.0 | 105 | 2.76 | 3.460 | 20.22 | 1  | Θ  | 3    | 1    |
| Duster 360          | 14.3 | 8   | 360.0 | 245 | 3.21 | 3.570 | 15.84 | Θ  | Θ  | 3    | 4    |
| Merc 240D           | 24.4 | 4   | 146.7 | 62  | 3.69 | 3.190 | 20.00 | 1  | Θ  | 4    | 2    |
| Merc 230            | 22.8 | 4   | 140.8 | 95  | 3.92 | 3.150 | 22.90 | 1  | Θ  | 4    | 2    |
| Merc 280            | 19.2 | 6   | 167.6 | 123 | 3.92 | 3.440 | 18.30 | 1  | Θ  | 4    | 4    |
| Merc 280C           | 17.8 | 6   | 167.6 | 123 | 3.92 | 3.440 | 18.90 | 1  | Θ  | 4    | 4    |
| Merc 450SE          | 16.4 | 8   | 275.8 | 180 | 3.07 | 4.070 | 17.40 | Θ  | Θ  | 3    | 3    |
| Merc 450SL          | 17.3 | 8   | 275.8 | 180 | 3.07 | 3.730 | 17.60 | Θ  | Θ  | 3    | 3    |
| Merc 450SLC         | 15.2 | 8   | 275.8 | 180 | 3.07 | 3.780 | 18.00 | Θ  | Θ  | 3    | 3    |
| Cadillac Fleetwood  | 10.4 | 8   | 472.0 | 205 | 2.93 | 5.250 | 17.98 | Θ  | Θ  | 3    | 4    |
| Lincoln Continental | 10.4 | 8   | 460.0 | 215 | 3.00 | 5.424 | 17.82 | Θ  | Θ  | 3    | 4    |
| Chrysler Imperial   | 14.7 | 8   | 440.0 | 230 | 3.23 | 5.345 | 17.42 | Θ  | Θ  | 3    | 4    |
| Fiat 128            | 32.4 | 4   | 78.7  | 66  | 4.08 | 2.200 | 19.47 | 1  | 1  | 4    | 1    |
| Honda Civic         | 30.4 | 4   | 75.7  | 52  | 4.93 | 1.615 | 18.52 | 1  | 1  | 4    | 2    |
| Toyota Corolla      | 33.9 | 4   | 71.1  | 65  | 4.22 | 1.835 | 19.90 | 1  | 1  | 4    | 1    |
| Toyota Corona       | 21.5 | 4   | 120.1 | 97  | 3.70 | 2.465 | 20.01 | 1  | Θ  | 3    | 1    |
| Dodge Challenger    | 15.5 | 8   | 318.0 | 150 | 2.76 | 3.520 | 16.87 | Θ  | Θ  | 3    | 2    |
| AMC Javelin         | 15.2 | 8   | 304.0 | 150 | 3.15 | 3.435 | 17.30 | Θ  | Θ  | 3    | 2    |
| Camaro Z28          | 13.3 | 8   | 350.0 | 245 | 3.73 | 3.840 | 15.41 | Θ  | Θ  | 3    | 4    |
| Pontiac Firebird    | 19.2 | 8   | 400.0 | 175 | 3.08 | 3.845 | 17.05 | Θ  | Θ  | 3    | 2    |
| Fiat X1-9           | 27.3 | 4   | 79.0  | 66  | 4.08 | 1.935 | 18.90 | 1  | 1  | 4    | 1    |
| Porsche 914-2       | 26.0 | 4   | 120.3 | 91  | 4.43 | 2.140 | 16.70 | Θ  | 1  | 5    | 2    |
| Lotus Europa        | 30.4 | 4   | 95.1  | 113 | 3.77 | 1.513 | 16.90 | 1  | 1  | 5    | 2    |
| Ford Pantera L      | 15.8 | 8   | 351.0 | 264 | 4.22 | 3.170 | 14.50 | Θ  | 1  | 5    | 4    |
| Ferrari Dino        | 19.7 | 6   | 145.0 | 175 | 3.62 | 2.770 | 15.50 | Θ  | 1  | 5    | 6    |
| Maserati Bora       | 15.0 | 8   | 301.0 | 335 | 3.54 | 3.570 | 14.60 | Θ  | 1  | 5    | 8    |
| Volvo 142E          | 21.4 | 4   | 121.0 | 109 | 4.11 | 2.780 | 18.60 | 1  | 1  | 4    | 2    |
|                     |      |     |       |     |      |       |       |    |    |      |      |

| mpg  | Miles/(US) gallon                        |
|------|------------------------------------------|
| cyl  | Number of cylinders                      |
| disp | Displacement (cu.in.)                    |
| hp   | Gross horsepower                         |
| drat | Rear axle ratio                          |
| wt   | Weight (1000 lbs)                        |
| qsec | 1/4 mile time                            |
| VS   | Engine (0 = V-shaped, 1 = straight)      |
| am   | Transmission (0 = automatic, 1 = manual) |
| gear | Number of forward gears                  |

### miles per gallon vs horsepower



Mattias Villani

ST1230

## Cars data - enkel linjär regression

The REG Procedure Model: MODEL1 Dependent Variable: mpg

Number of Observations Read 32 Number of Observations Used 32

| Analysis of Variance   |    |                   |                |         |        |  |  |  |
|------------------------|----|-------------------|----------------|---------|--------|--|--|--|
| Source                 | DF | Sum of<br>Squares | Mean<br>Square | F Value | Pr > F |  |  |  |
| Model                  | 1  | 678.37287         | 678.37287      | 45.46   | <.0001 |  |  |  |
| Error                  | 30 | 447.67431         | 14.92248       |         |        |  |  |  |
| <b>Corrected Total</b> | 31 | 1126.04719        |                |         |        |  |  |  |

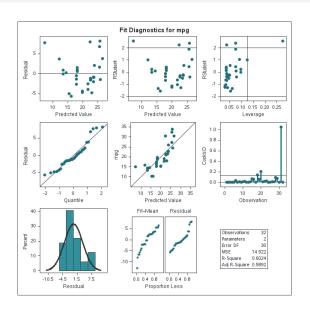
| Root MSE       | 3.86296  | R-Square | 0.6024 |
|----------------|----------|----------|--------|
| Dependent Mean | 20.09063 | Adj R-Sq | 0.5892 |
| Coeff Var      | 19.22769 |          |        |

| Parameter Estimates |    |                       |                   |         |         |                       |          |  |
|---------------------|----|-----------------------|-------------------|---------|---------|-----------------------|----------|--|
| Variable            | DF | Parameter<br>Estimate | Standard<br>Error | t Value | Pr >  t | 95% Confidence Limits |          |  |
| Intercept           | 1  | 30.09886              | 1.63392           | 18.42   | <.0001  | 26.76195              | 33.43577 |  |
| hp                  | 1  | -0.06823              | 0.01012           | -6.74   | <.0001  | -0.08889              | -0.04756 |  |

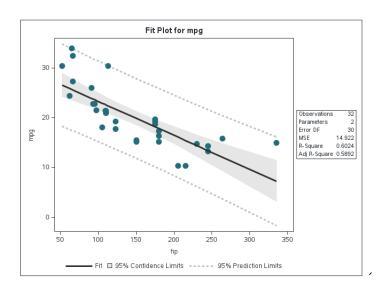
Mattias Villani

ST1230

### Cars data - residualanalys



#### Cars data - prediktionsintervall



Mattias Villani

ST123G