Regression Models - A Case Testing for Different Transmission Modes' Effect on MPG

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2019/12/8

```
library(ggplot2)
library(dplyr)
```

```
##
## Attaching package: 'dplyr'
```

```
## The following objects are masked from 'package:stats':
##
##     filter, lag
```

```
## The following objects are masked from 'package:base':
##
##     intersect, setdiff, setequal, union
```

```
library(datasets)
? mtcars
```

```
## starting httpd help server ...
```

```
##  done
```

Executive Summary

By examing the data from the 1974 Motor Trend US magazine which comprises fuel consumption and 10 aspects of automobile design and performance for 32 automobiles (1973–74 models), the key finding of this analysis is that manual transmission on average has a better miles per gallon (mpg) than its counterpart the automatic transmission.

Exploratory Data Analysis

After loading the dataset, I analyse "mtcars" using exploratory data analysis techniques and regression models to compare the effect of different transmission techniques i.e. Automatic or Manual on MPG (Miles per Galon).It's able to see the variable am has influence on the mpg

```
summary(lm(mpg ~ . - 1, data = mtcars))$coef
```

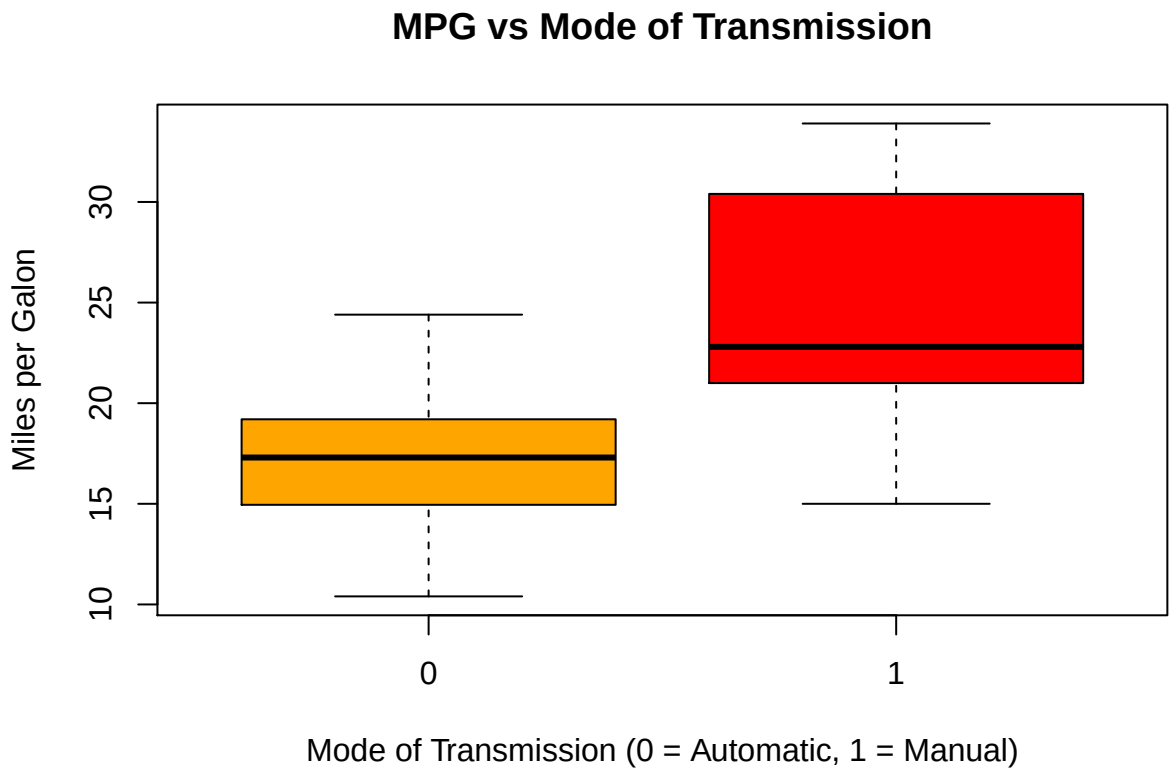
```
##         Estimate Std. Error     t value   Pr(>|t|)
## cyl   0.35082641 0.76292423  0.45984438 0.65014009
## disp  0.01354278 0.01762273  0.76848373 0.45037109
## hp   -0.02054767 0.02143989 -0.95838513 0.34828334
## drat  1.24158213 1.46276742  0.84878985 0.40513967
## wt   -3.82613150 1.86238084 -2.05443023 0.05200271
## qsec  1.19139689 0.45942323  2.59324480 0.01659185
## vs    0.18972068 2.06824861  0.09173011 0.92774262
## am    2.83222230 1.97512820  1.43394353 0.16564985
## gear  1.05426253 1.34668717  0.78285629 0.44205756
## carb -0.26321386 0.81235653 -0.32401273 0.74898869
```

Question 1

Is an automatic or manual transmission better for MPG

To answer this question, I did a boxplot from which it's clear to see manual transmission has better MPG than automatic's

```
boxplot(mpg~am, data = mtcars, col = c("orange", "red"), xlab = "Mode of Transmission (0 = Automatic, 1
```



I found, the mean of manual transmission is 7.25 MPG higher than automatic transmission.

```
aggregate(mpg ~ am, data = mtcars, mean)
```

```
##   am      mpg
## 1  0 17.14737
## 2  1 24.39231
```

Question 2

Quantify the MPG difference between automatic and manual transmissions

Model Selection A variety of regression models are possible. I did the stepwise model selection to achieve the best model to quantify the differences

```
start_model <- lm(mpg~., data = mtcars)
best_model <- step(start_model, direction = "both")
```

```
## Start:  AIC=70.9
## mpg ~ cyl + disp + hp + drat + wt + qsec + vs + am + gear + carb
##
```

```
##        Df Sum of Sq    RSS    AIC
## - cyl   1    0.0799 147.57 68.915
## - vs    1    0.1601 147.66 68.932
## - carb  1    0.4067 147.90 68.986
## - gear  1    1.3531 148.85 69.190
## - drat  1    1.6270 149.12 69.249
## - disp  1    3.9167 151.41 69.736
## - hp    1    6.8399 154.33 70.348
## - qsec  1    8.8641 156.36 70.765
## <none>              147.49 70.898
## - am    1   10.5467 158.04 71.108
## - wt    1   27.0144 174.51 74.280
##
## Step:  AIC=68.92
## mpg ~ disp + hp + drat + wt + qsec + vs + am + gear + carb
##
##        Df Sum of Sq    RSS    AIC
## - vs    1    0.2685 147.84 66.973
## - carb  1    0.5201 148.09 67.028
## - gear  1    1.8211 149.40 67.308
## - drat  1    1.9826 149.56 67.342
## - disp  1    3.9009 151.47 67.750
## - hp    1    7.3632 154.94 68.473
## <none>              147.57 68.915
## - qsec  1   10.0933 157.67 69.032
## - am    1   11.8359 159.41 69.384
## + cyl   1    0.0799 147.49 70.898
## - wt    1   27.0280 174.60 72.297
##
## Step:  AIC=66.97
## mpg ~ disp + hp + drat + wt + qsec + am + gear + carb
##
##        Df Sum of Sq    RSS    AIC
## - carb  1    0.6855 148.53 65.121
## - gear  1    2.1437 149.99 65.434
## - drat  1    2.2139 150.06 65.449
## - disp  1    3.6467 151.49 65.753
## - hp    1    7.1060 154.95 66.475
## <none>              147.84 66.973
## - am    1   11.5694 159.41 67.384
## - qsec  1   15.6830 163.53 68.200
## + vs    1    0.2685 147.57 68.915
## + cyl   1    0.1883 147.66 68.932
## - wt    1   27.3799 175.22 70.410
##
## Step:  AIC=65.12
## mpg ~ disp + hp + drat + wt + qsec + am + gear
##
##        Df Sum of Sq    RSS    AIC
## - gear  1     1.565 150.09 63.457
## - drat  1     1.932 150.46 63.535
## <none>              148.53 65.121
## - disp  1    10.110 158.64 65.229
## - am    1    12.323 160.85 65.672
```

```
## - hp    1    14.826 163.35 66.166
## + carb  1     0.685 147.84 66.973
## + vs    1     0.434 148.09 67.028
## + cyl   1     0.414 148.11 67.032
## - qsec  1    26.408 174.94 68.358
## - wt    1    69.127 217.66 75.350
##
## Step:  AIC=63.46
## mpg ~ disp + hp + drat + wt + qsec + am
##
##        Df Sum of Sq    RSS    AIC
## - drat  1     3.345 153.44 62.162
## - disp  1     8.545 158.64 63.229
## <none>              150.09 63.457
## - hp    1    13.285 163.38 64.171
## + gear  1     1.565 148.53 65.121
## + cyl   1     1.003 149.09 65.242
## + vs    1     0.645 149.45 65.319
## + carb  1     0.107 149.99 65.434
## - am    1    20.036 170.13 65.466
## - qsec  1    25.574 175.67 66.491
## - wt    1    67.572 217.66 73.351
##
## Step:  AIC=62.16
## mpg ~ disp + hp + wt + qsec + am
##
##        Df Sum of Sq    RSS    AIC
## - disp  1     6.629 160.07 61.515
## <none>              153.44 62.162
## - hp    1    12.572 166.01 62.682
## + drat  1     3.345 150.09 63.457
## + gear  1     2.977 150.46 63.535
## + cyl   1     2.447 150.99 63.648
## + vs    1     1.121 152.32 63.927
## + carb  1     0.011 153.43 64.160
## - qsec  1    26.470 179.91 65.255
## - am    1    32.198 185.63 66.258
## - wt    1    69.043 222.48 72.051
##
## Step:  AIC=61.52
## mpg ~ hp + wt + qsec + am
##
##        Df Sum of Sq    RSS    AIC
## - hp    1     9.219 169.29 61.307
## <none>              160.07 61.515
## + disp  1     6.629 153.44 62.162
## + carb  1     3.227 156.84 62.864
## + drat  1     1.428 158.64 63.229
## - qsec  1    20.225 180.29 63.323
## + cyl   1     0.249 159.82 63.465
## + vs    1     0.249 159.82 63.466
## + gear  1     0.171 159.90 63.481
## - am    1    25.993 186.06 64.331
## - wt    1    78.494 238.56 72.284
```

```
##
## Step:  AIC=61.31
## mpg ~ wt + qsec + am
##
##        Df Sum of Sq    RSS    AIC
## <none>              169.29 61.307
## + hp    1     9.219 160.07 61.515
## + carb  1     8.036 161.25 61.751
## + disp  1     3.276 166.01 62.682
## + cyl   1     1.501 167.78 63.022
## + drat  1     1.400 167.89 63.042
## + gear  1     0.123 169.16 63.284
## + vs    1     0.000 169.29 63.307
## - am    1    26.178 195.46 63.908
## - qsec  1   109.034 278.32 75.217
## - wt    1   183.347 352.63 82.790
```

The best model obtained using the above method has wt, am, and qsec variables. About 84.97% of the variance is explained by this model. Per unit weight change negatively with mpg (-3.91 miles for every 1,000lb). For the qsec part, when the accelaration speed increased by 1 unit, the mpg increased 1.23 miles. So does the change of mode of transmission, the manual transmission is 2.93mpg better than automatic transmission:

```
summary(best_model)
```

```
##
## Call:
## lm(formula = mpg ~ wt + qsec + am, data = mtcars)
##
## Residuals:
##     Min      1Q  Median      3Q     Max
## -3.4811 -1.5555 -0.7257  1.4110  4.6610
##
## Coefficients:
##             Estimate Std. Error t value Pr(>|t|)
## (Intercept)   9.6178     6.9596   1.382 0.177915
## wt           -3.9165     0.7112  -5.507 6.95e-06 ***
## qsec          1.2259     0.2887   4.247 0.000216 ***
## am            2.9358     1.4109   2.081 0.046716 *
## ---
## Signif. codes:  0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1 ' ' 1
##
## Residual standard error: 2.459 on 28 degrees of freedom
## Multiple R-squared:  0.8497, Adjusted R-squared:  0.8336
## F-statistic: 52.75 on 3 and 28 DF,  p-value: 1.21e-11
```

```
t.test(mtcars$mpg~mtcars$am)
```

```
##
##  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
```

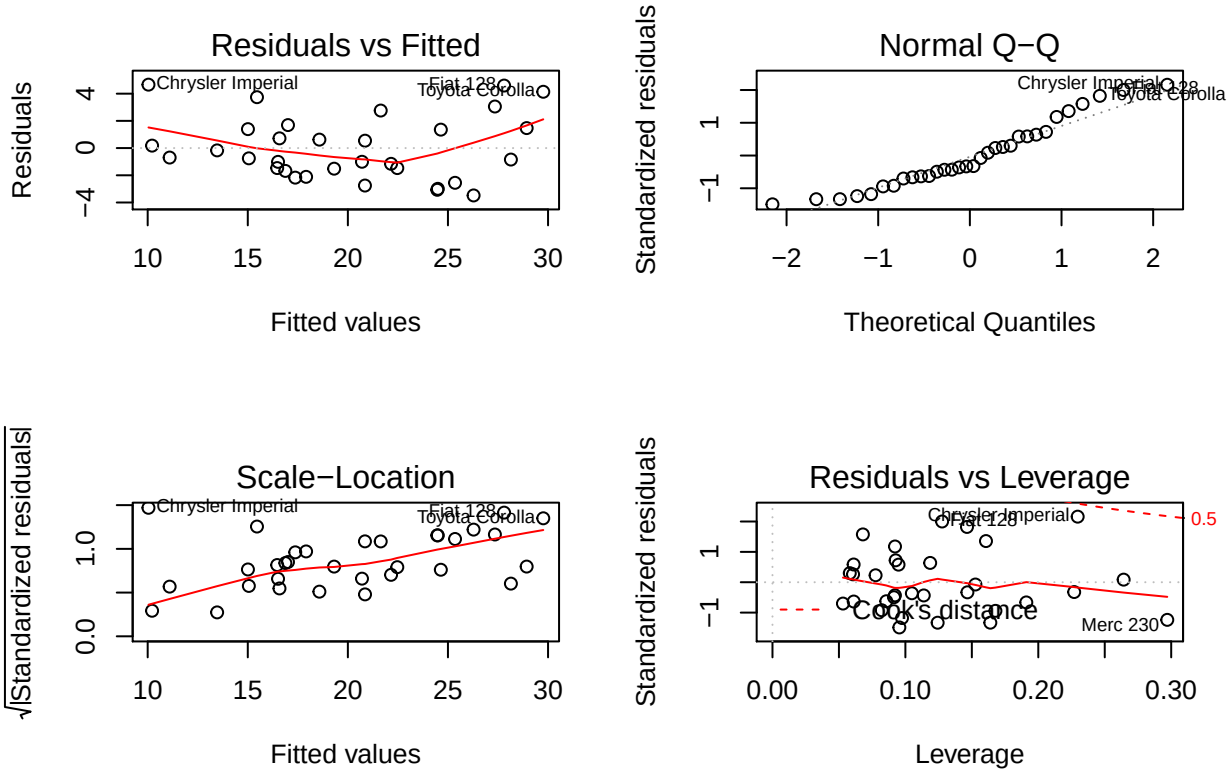
```
## sample estimates:
## mean in group 0 mean in group 1
##        17.14737        24.39231
```

With assumption that all other conditions remain unchanged. Since p-value = 0.001374 which is less than 0.05, we conclude that manual transmission is better than automatic transmission for MPG and reject the null hypothesis that there is no difference in MPG.

##Residual Plot and Diagnostic

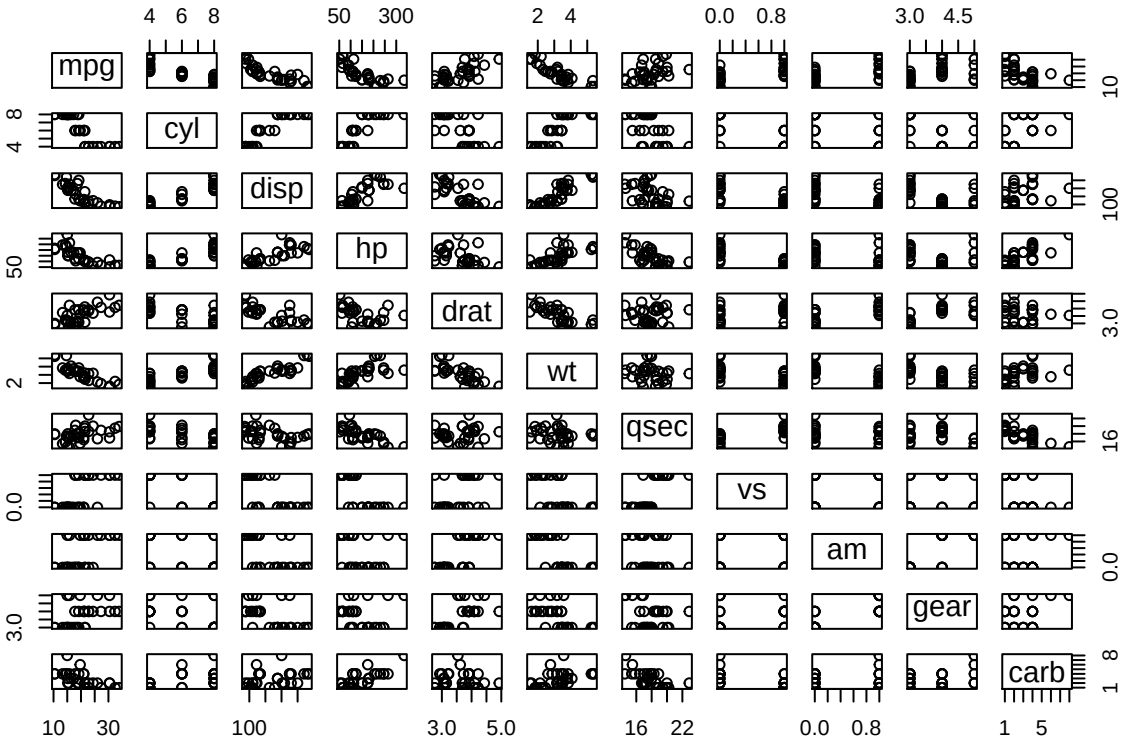
Using below residual plot, I found that independence condition is supported as plot seems randomly scattered and normally distributed as indicated in Q-Q plot.

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



##Apendix Scatterplot for mtcars

```
pairs(mtcars)
```


mpg
cyl
disp
hp
drat
wt
qsec
vs
am
gear
carb