

Version 1.0: 0110



General Certificate of Education

Statistics 6380

SS03 Statistics 3

Mark Scheme

2010 examination – January series

Mark schemes are prepared by the Principal Examiner and considered, together with the relevant questions, by a panel of subject teachers. This mark scheme includes any amendments made at the standardisation meeting attended by all examiners and is the scheme which was used by them in this examination. The standardisation meeting ensures that the mark scheme covers the candidates' responses to questions and that every examiner understands and applies it in the same correct way. As preparation for the standardisation meeting each examiner analyses a number of candidates' scripts: alternative answers not already covered by the mark scheme are discussed at the meeting and legislated for. If, after this meeting, examiners encounter unusual answers which have not been discussed at the meeting they are required to refer these to the Principal Examiner.

It must be stressed that a mark scheme is a working document, in many cases further developed and expanded on the basis of candidates' reactions to a particular paper. Assumptions about future mark schemes on the basis of one year's document should be avoided; whilst the guiding principles of assessment remain constant, details will change, depending on the content of a particular examination paper.

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Key to mark scheme and abbreviations used in marking

M	mark is for method		
m or dM	mark is dependent on one or more M marks and is for method		
A	mark is dependent on M or m marks and is for accuracy		
B	mark is independent of M or m marks and is for method and accuracy		
E	mark is for explanation		
√ or ft or F	follow through from previous incorrect result	MC	mis-copy
CAO	correct answer only	MR	mis-read
CSO	correct solution only	RA	required accuracy
AWFW	anything which falls within	FW	further work
AWRT	anything which rounds to	ISW	ignore subsequent work
ACF	any correct form	FIW	from incorrect work
AG	answer given	BOD	given benefit of doubt
SC	special case	WR	work replaced by candidate
OE	or equivalent	FB	formulae book
A2,1	2 or 1 (or 0) accuracy marks	NOS	not on scheme
-x EE	deduct x marks for each error	G	graph
NMS	no method shown	c	candidate
PI	possibly implied	sf	significant figure(s)
SCA	substantially correct approach	dp	decimal place(s)

No Method Shown

Where the question specifically requires a particular method to be used, we must usually see evidence of use of this method for any marks to be awarded. However, there are situations in some units where part marks would be appropriate, particularly when similar techniques are involved. Your Principal Examiner will alert you to these and details will be provided on the mark scheme.

Where the answer can be reasonably obtained without showing working and it is very unlikely that the correct answer can be obtained by using an incorrect method, we must award **full marks**. However, the obvious penalty to candidates showing no working is that incorrect answers, however close, earn **no marks**.

Where a question asks the candidate to state or write down a result, no method need be shown for full marks.

Where the permitted calculator has functions which reasonably allow the solution of the question directly, the correct answer without working earns **full marks**, unless it is given to less than the degree of accuracy accepted in the mark scheme, when it gains **no marks**.

Otherwise we require evidence of a correct method for any marks to be awarded.

SS03

Q	Solution	Marks	Total	Comments
1(a)	H_0 pop median/ $\eta = 11250$ H_1 pop median/ $\eta \neq 11250$	B1		Or words referring to average price
	2 tail 10%			
	signs - + + - - + + + . +	M1		signs
	$n = 9$ test stat = $6^+ / 3^-$ Model B(9 , 0.5)	A1 M1		test stat correct Bin model seen to be used Or cr $\{0,1\}\{8,9\}$ with probs
	$P(\leq 3^-) = P(\geq 6^+) = 0.254 > 0.05$ Accept H_0	M1		Comparison of correct B(9, 0.5) prob with 0.05 or use of identified cv with probability (or 0.508/0.10)
	There is no significant evidence to doubt that the median asking price is £11250.	A1	6	
(b)	A Type II error occurs when an incorrect null hypothesis is accepted. In this case, it would mean that we concluded that the population median asking price was £11250 but, in fact, the median asking price was not equal to £11250.	B1		Type II correctly identified.
		E1	2	Context
	Total		8	

SS03(cont)

Q	Solution	Marks	Total	Comments																								
3(a)	500 – 150 – 100 – 80 = 170 for West 500 – 105 = 395 rejected	M1 M1	4	Seen or used																								
	<table border="1"> <thead> <tr> <th></th> <th>Select</th> <th>Reject</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>N</td> <td>24</td> <td>126</td> <td>150</td> </tr> <tr> <td>E</td> <td>12</td> <td>88</td> <td>100</td> </tr> <tr> <td>S</td> <td>12</td> <td>68</td> <td>80</td> </tr> <tr> <td>W</td> <td>57</td> <td>113</td> <td>170</td> </tr> <tr> <td>Total</td> <td>105</td> <td>395</td> <td>500</td> </tr> </tbody> </table>			Select	Reject	Total	N	24	126	150	E	12	88	100	S	12	68	80	W	57	113	170	Total	105	395	500	A1 A1	For one unknown 'select' correct All correct
		Select		Reject	Total																							
	N	24		126	150																							
	E	12		88	100																							
	S	12		68	80																							
	W	57		113	170																							
	Total	105		395	500																							
	(b) H ₀ Selection independent of home region H ₁ Selection not independent of Home region 1 tail 1% Expected frequencies			B1																								
	<table border="1"> <thead> <tr> <th></th> <th>Select</th> <th>Reject</th> </tr> </thead> <tbody> <tr> <td>N</td> <td>31.5</td> <td>118.5</td> </tr> <tr> <td>S</td> <td>21</td> <td>79</td> </tr> <tr> <td>E</td> <td>16.8</td> <td>63.2</td> </tr> <tr> <td>W</td> <td>35.7</td> <td>134.3</td> </tr> </tbody> </table>			Select	Reject	N	31.5	118.5	S	21	79	E	16.8	63.2	W	35.7	134.3	M1 A1✓	E method for 3 correct; ft For all E correct									
	Select	Reject																										
N	31.5	118.5																										
S	21	79																										
E	16.8	63.2																										
W	35.7	134.3																										
$ts = \sum \frac{(O - E)^2}{E}$ $= \frac{7.5^2}{31.5} + \frac{7.5^2}{118.5} + \dots + \frac{21.3^2}{134.3}$ $= 24.97$	m1 m1	dep sensible effort for E Correct denominator ft Correct effort at ts ft																										
df = 3 1% cv = 11.345	B1	3 df																										
ts > 11.345	B1	for cv and comparison																										
Reject H ₀	A1	9																										
(c) There is significant evidence to suggest that selection is not independent of home region. Artists from the south seem less likely to be selected (expected higher than observed) and those from the west seem much more likely to be selected (expected lower than observed).	E1 E1	2	General conclusion in context (could be in part (b)) More detailed identification																									
	Total		15																									

SS03(cont)

Q	Solution	Marks	Total	Comments																																	
4(a)(i)	Ranks																																				
	<table border="1"> <thead> <tr> <th></th> <th>Unleaded</th> <th>Diesel</th> </tr> </thead> <tbody> <tr> <td>Cyprus</td> <td>1</td> <td>1</td> </tr> <tr> <td>Romania</td> <td>2</td> <td>2</td> </tr> <tr> <td>Sweden</td> <td>3</td> <td>6.5</td> </tr> <tr> <td>Slovakia</td> <td>4</td> <td>6.5</td> </tr> <tr> <td>Austria</td> <td>5</td> <td>5</td> </tr> <tr> <td>Malta</td> <td>6</td> <td>4</td> </tr> <tr> <td>Finland</td> <td>7</td> <td>3</td> </tr> <tr> <td>France</td> <td>8</td> <td>8</td> </tr> <tr> <td>Germany</td> <td>9</td> <td>9</td> </tr> <tr> <td>UK</td> <td>10</td> <td>10</td> </tr> </tbody> </table>		Unleaded	Diesel	Cyprus	1	1	Romania	2	2	Sweden	3	6.5	Slovakia	4	6.5	Austria	5	5	Malta	6	4	Finland	7	3	France	8	8	Germany	9	9	UK	10	10	M1		attempt at ranks (can be reversed)
		Unleaded	Diesel																																		
	Cyprus	1	1																																		
	Romania	2	2																																		
	Sweden	3	6.5																																		
	Slovakia	4	6.5																																		
	Austria	5	5																																		
	Malta	6	4																																		
	Finland	7	3																																		
France	8	8																																			
Germany	9	9																																			
UK	10	10																																			
		M1		for 12 correct																																	
		A1		all correct																																	
				alternative $d = 0, 0, 3.5, 2.5, 0, 2, 4, 0, 0, 0$ $\sum d^2 = 38.5$ B1																																	
	$r_s = 0.766$ (3 sf from calc)	B3	6	$r_s = 1 - \frac{6 \times 38.5}{10 \times 99} = 0.767$ M1, A1ft small slip																																	
(ii)	H ₀ Rank orders of unleaded petrol excise duty and diesel excise duty are independent.	B1		or alternatives indicating H ₀ No association H ₁ Association																																	
	H ₁ Rank orders of unleaded petrol excise duty and diesel excise duty are not independent – there is an association 2 tail 5%																																				
	cv = ±0.6485 n = 10 2 tail 5%	B1		For cv																																	
	test stat $r_s = 0.766$ $ r_s > 0.6485$	M1		For comparison ts/cv; ft																																	
Reject H ₀ Significant evidence at 5% level to suggest an association between unleaded petrol excise duty and diesel excise duty for countries in Europe.	E1	4		For correct conclusion in context [Allow 1 tail H ₁ and consistent cv]																																	

SS03(cont)

Q	Solution	Marks	Total	Comments																																	
4(b)	H ₀ pop median/mean diff $\eta_d = 0$	B1		Consistent with differences																																	
	H ₁ pop median/mean diff $\eta_d > 0$	B1																																			
	1 tail 1% (<i>d</i> is unleaded – diesel)																																				
	<table border="1"> <tr> <td>diff</td> <td>4</td> <td>5</td> <td>–</td> <td>1</td> <td>8</td> <td>12</td> <td>22</td> <td>14</td> <td>15</td> <td>0</td> </tr> <tr> <td></td> <td></td> <td></td> <td>3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>rank</td> <td>3</td> <td>4</td> <td>2</td> <td>1</td> <td>5</td> <td>6</td> <td>9</td> <td>7</td> <td>8</td> <td>exclude</td> </tr> </table>	diff	4	5	–	1	8	12	22	14	15	0				3								rank	3	4	2	1	5	6	9	7	8	exclude	M1		For differences UL – Diesel or Diesel – UL For ranks
	diff	4	5	–	1	8	12	22	14	15	0																										
				3																																	
	rank	3	4	2	1	5	6	9	7	8	exclude																										
		M1																																			
$T_+ = 3 + \dots + 8 = 43$	m1		For total of ranks																																		
$T_- = 2$	A1		For one correct total or $ts = 2$ if method seen																																		
Test stat $T = 2$																																					
$n = 9$ cr ≤ 3	B1		For cv																																		
$T < 3$	M1		Comparison correct cv/ts																																		
Significant evidence at 1% level to reject H ₀ and conclude that average excise duty for diesel is less than that for unleaded petrol in European countries	E1		9	In context																																	
	Total		19																																		

SS03(cont)

Q	Solution	Marks	Total	Comments																			
5(a)	<table border="1"> <thead> <tr> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>14.4</td> <td>14.1</td> <td>13.9</td> </tr> <tr> <td>14.5</td> <td>14.3</td> <td>14.2</td> </tr> <tr> <td>14.7</td> <td>14.4</td> <td>14.6</td> </tr> <tr> <td>15.2</td> <td>14.8</td> <td>14.9</td> </tr> <tr> <td>15.4</td> <td>15.0</td> <td>15.1</td> </tr> </tbody> </table>	C	D	E	14.4	14.1	13.9	14.5	14.3	14.2	14.7	14.4	14.6	15.2	14.8	14.9	15.4	15.0	15.1	M1		Effort to put into 3 categories	
	C	D	E																				
	14.4	14.1	13.9																				
	14.5	14.3	14.2																				
	14.7	14.4	14.6																				
	15.2	14.8	14.9																				
	15.4	15.0	15.1																				
			A1		6 correctly placed (can be implied by totals later)																		
		Ranks																					
		<table border="1"> <thead> <tr> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>5½</td> <td>2</td> <td>1</td> </tr> <tr> <td>7</td> <td>4</td> <td>3</td> </tr> <tr> <td>9</td> <td>5½</td> <td>8</td> </tr> <tr> <td>14</td> <td>10</td> <td>11</td> </tr> <tr> <td>15</td> <td>12</td> <td>13</td> </tr> </tbody> </table>	C	D	E	5½	2	1	7	4	3	9	5½	8	14	10	11	15	12	13	M1		Ranks as one group
	C	D	E																				
	5½	2	1																				
7	4	3																					
9	5½	8																					
14	10	11																					
15	12	13																					
		A1		At least 10 correct																			
	$T_C = 50\frac{1}{2}$ $T_D = 33\frac{1}{2}$ $T_E = 36$ $n_C = 5$ $n_D = 5$ $n_E = 5$	m1		Totals of ranks																			
	H_0 Samples are taken from identical populations	B1		or																			
	H_1 Samples are not taken from identical populations – at least two population average fuel usages differ 10% 1 tail	B1		$H_0 \quad \eta_C = \eta_D = \eta_E$ $H_1 \quad$ at least two of η_C, η_D, η_E do differ																			
	$\sum_{i=1}^m \frac{T_i^2}{n_i} = \frac{50.5^2}{5} + \frac{33.5^2}{5} + \frac{36^2}{5} = 993.7$	m1		for $\sum_{i=1}^m \frac{T_i^2}{n_i}$																			
	$H = \frac{12}{15 \times 16} \times 993.7 - (3 \times 16) = 1.685$	A1		test stat correct 1.6 to 1.8																			
	Critical value from $\chi^2_2 = 4.605$	B1																					
	$H < 4.605$																						
	No sig evidence to reject H_0 Conclude that samples are from identical populations. Population average fuel usages between models do not differ	M1																					
		A1	12																				

SS03(cont)

Q	Solution	Marks	Total	Comments																		
5(b)	<p>H₀ Samples are taken from identical populations</p> <p>H₁ Samples are not taken from identical populations – pop average miles per gallon greater for compact cars. 1 tail 5%</p> <table border="1" data-bbox="240 510 743 824"> <thead> <tr> <th>Compact ranks</th> <th>Midsize rank</th> </tr> </thead> <tbody> <tr><td>6</td><td>3</td></tr> <tr><td>13</td><td>4</td></tr> <tr><td>9</td><td>10</td></tr> <tr><td>12</td><td>1</td></tr> <tr><td>14</td><td>2</td></tr> <tr><td>8</td><td>5</td></tr> <tr><td></td><td>7</td></tr> <tr><td></td><td>11</td></tr> </tbody> </table> <p>$T_C = 6 + \dots + 8 = 62$ $T_M = 3 + \dots + 11 = 43$</p> <p>$U_C = 62 - \frac{6 \times 7}{2} = 41$ $U_M = 43 - \frac{8 \times 9}{2} = 7$</p> <p>Test stat $U = 7$ $n = 6, m = 8$ $cr \leq 11$</p> <p>$U = 7 < 11$</p> <p>Reject H₀ Significant evidence at the 5% level to suggest that the average city miles per gallon is greater for compact cars.</p>	Compact ranks	Midsize rank	6	3	13	4	9	10	12	1	14	2	8	5		7		11	<p>B1</p> <p>M1</p> <p>m1</p> <p>m1</p> <p>m1</p> <p>A1</p> <p>B1</p> <p>M1</p> <p>A1</p> <p>E1✓</p>	<p>10</p> <p>22</p> <p>75</p>	<p>Hypotheses referring to population averages also acceptable</p> <p>Attempt at M–Whitney – ranks as one group</p> <p>for 12 correct</p> <p>for total attempt (any ranks)</p> <p>for U</p> <p>one U correct</p> <p>for cv</p> <p>correct comparison cv/U</p> <p>reject H₀</p> <p>Conclusion in context</p>
Compact ranks	Midsize rank																					
6	3																					
13	4																					
9	10																					
12	1																					
14	2																					
8	5																					
	7																					
	11																					
	Total		22																			
	TOTAL		75																			