502 is positioned such that an aperture **503** formed by the angled arm **502** is aligned with a corresponding mounting feature **600** (shown partially by FIG. **6**) of the engine mount **500**. In some examples, the angled arm **502** may be coupled to the first engine mount **500** via a fastener (e.g., a bolt) inserted into both of the aperture **503** and the mounting feature **600**, with the mounting feature **600** being an aperture formed by an exterior surface of the first engine mount **500**. In other examples, the housing **345** of the first electric motor **306** may not be coupled to the first engine mount **500**, or the housing **345** may be coupled to the first engine mount **500** in a different way (e.g., clamped, welded, etc.).

[0072] The second electric motor **308** may include an angled arm similar to the angled arm **502**, and the angled arm of the second electric motor **308** may be coupled to the second engine mount **704** in a similar way (e.g., as described with reference to the first electric motor **306** coupled to first engine mount **500** by angled arm **502**). In other examples, the second electric motor **308** may not be coupled to the second engine mount **704**, or the angled arm of the second electric motor **308** may be coupled to the second engine mount **704** in a different way (e.g., clamped, welded, etc.). By coupling the first electric motor **306** to the first engine mount **500** via the angled arm **502**, the first electric motor **306** may be more securely coupled to the engine **300**. Similarly, coupling the second electric motor **308** to the second engine mount **704** as described above may more securely couple the second electric motor **308** to the engine **300**.

[0073] FIGS. **3-7** show example configurations with relative positioning of the various components. If shown directly contacting each other, or directly coupled, then such elements may be referred to as directly contacting or directly coupled, respectively, at least in one example. Similarly, elements shown contiguous or adjacent to one another may be contiguous or adjacent to each other, respectively, at least in one example. As an example, components laying in face-sharing contact with each other may be referred to as in face-sharing contact. As another example, elements positioned apart from each other with only a space therebetween and no other components may be referred to as such, in at least one example. As yet another example, elements shown above/below one another, at opposite sides to one another, or to the left/right of one another may be referred to as such, relative to one another. Further, as shown in the figures, a topmost element or point of element may be referred to as a "top" of the component and a bottommost element or point of the element may be referred to as a "bottom" of the component, in at least one example. As used herein, top/bottom, upper/lower, above/below, may be relative to a vertical axis of the figures and used to describe positioning of elements of the figures relative to one another. As such, elements shown above other elements are positioned vertically above the other elements, in one example. As yet another example, shapes of the elements depicted within the figures may be referred to as having those shapes (e.g., such as being circular, straight, planar, curved, rounded, chamfered, angled, or the like). Further, elements shown intersecting one another may be referred to as intersecting elements or intersecting one another, in at least one example. Further still, an element shown within another element or shown outside of another element may be referred as such, in one example.

[0074] In this way, by coupling the first electric motor and the second electric motor directly to the engine (e.g., to the oil pan), the vehicle is provided with a front-wheel drive system that occupies a decreased amount of space. The shorter axial width of the electric motors relative to the diameter of the electric motors enables each electric motor to be positioned between a respective reduction gearbox and the exterior surfaces of the engine, thereby decreasing an overall size of the front-wheel drive system. Coupling the electric motors directly to the engine via the arms and axial extensions further secures each electric motor into its corresponding position with respect to the engine. The arms of each electric motor extend in different directions to increase the length and height of an area at which each electric motor couples to the oil pan, thereby increasing a stability of each electric motor relative to the oil pan and preventing each electric motor from rotating relative to the engine. Additionally, by including the integrated starter/generator, the electric motors may be supplied electrical energy by the starter/generator during operation of the engine. The technical effect of energizing the electric motors via the starter/generator is to enable the electric motors to drive the front wheels of the vehicle during a wider variety of engine operating conditions.

[0075] As one embodiment, a system comprises: a longitudinally mounted engine adapted to drive rear wheels of a vehicle; and two, independent, electric motors mounted to the engine, on opposite sides of the engine, and adapted to drive front wheels of the vehicle, where the two electric motors are not rotationally coupled to the engine. In a first example of the system, the two electric motors each include a housing having a cylindrical section, and a width of the cylindrical section in a direction of a central axis of the cylindrical section and a latitudinal axis of the engine is less than a diameter of the cylindrical section. A second example of the system optionally includes the first example, and further includes wherein the two electric motors each include a plurality of arms extending in different outward directions from a housing of each electric motor, and wherein the plurality of arms mount the electric motors to the engine. A third example of the system optionally includes one or both of the first and second examples, and further includes wherein the two electric motors include a first electric motor mounted to an oil pan of the engine at a first side of the engine and a second electric motor mounted to the oil pan at a second side of the engine, with the first side being opposite to the second side relative to a longitudinal axis of the engine. A fourth example of the system optionally includes one or more or each of the first through third examples, and further includes wherein the oil pan is positioned along a longitudinal axis of the vehicle and a central vertical axis of the engine. A fifth example of the system optionally includes one or more or each of the first through fourth examples, and further includes wherein the oil pan includes a first plurality of mounting bosses formed by a first exterior surface at the first side and a second plurality of mounting bosses formed by a second exterior surface at the second side. A sixth example of the system optionally includes one or more or each of the first through fifth examples, and further includes wherein the first electric motor is coupled to the first plurality of mounting bosses and the second electric motor is coupled to the second plurality of mounting bosses. A seventh example of the system optionally includes one or more or each of the first through