

I was the pilot flying on flight 627 DEN-EWR. I disconnected the autopilot and auto throttles at approximately 2000 feet agl. The winds were reported 220@ 14 gust 21 for RWY 22L. I made minor deviations to both glide path and speed during the approach but immediately stated "correcting" and did indeed correct the deviations. The touchdown was on speed, on centerline, and in the touchdown zone. After the main wheels touched down the Captain manually deployed the speed brakes per the MEL on the aircraft. At some point shortly after the mains touched down and the speed brakes were deployed the nose began to rise. The nose of the aircraft pitched up slightly more and then fell. At some point it felt as though it bounced. The Captain took the aircraft and the reversers were deployed and manual braking was accomplished. The aircraft however, was pulling strongly to the left side of the runway. The Captain did keep the aircraft on the runway. After we came to a stop, we established communication with the tower. We assessed the situation and decided to not evacuate the aircraft. The Captain established communication with the flight attendants and obtained a status report of the passengers. We obtained a discrete communication frequency to communicate with CFR. After starting the APU the captain instructed me to shut down the engines and turn off hydraulics and fuel. At this point the emergency vehicles had shown up and they were helping us assess the situation and come up with a safe plan to deplane the passengers and crew. I remained in the cockpit and keep the communication lines open with CFR while the Captain went to the cabin to assist the Flight Attendants with the deplaning of the passengers. After the passengers and Flight Attendants had been safely deplaned the Captain and I left the aircraft. After exiting the aircraft we did a walk around with the assistance of the lead CFR agent. Upon completion of the walk around we were escorted to a bus that held the Flight Attendants and members.